

APPENDIX M

PUBLIC AND AGENCY INVOLVEMENT

SECTION M.1

NOTICE OF INTENT

FEDERAL AVIATION ADMINISTRATION

Prepare Environmental Impact Statement and Conduct Scoping for Air Traffic Procedural Changes-New York/New Jersey/Philadelphia Metropolitan Airspace Redesign Project.

The Federal Aviation Administration (FAA), Eastern Region, is advising the public, that the FAA will prepare an Environmental Impact Statement (EIS) for the proposed New York/New Jersey/Philadelphia Metropolitan Airspace Redesign Project. The EIS will assess the potential environmental impacts resulting from proposed modifications to air traffic routings in the project study area. The study area encompasses a large geographic area, including the State of New Jersey, and parts of New York, Connecticut, Pennsylvania and Delaware. The airports in the study area are: Newark International Airport, John F. Kennedy International Airport, La Guardia Airport, and Philadelphia International Airport as well as several regional (commuter) and general aviation use airports.

The FAA will examine ways to develop viable air traffic control (ATC) alternatives to current operations. The alternatives will take advantage of new and emerging ATC technologies, improved performance characteristics of modern aircraft, and improvements in navigation capabilities. The proposed project may include, but will not necessarily be limited to, the following alternatives: modification of existing procedures; identification of new conceptual alternative(s), and examination of an ocean routing alternative. All reasonable alternatives will be considered including a no-change alternative/option. The project is not associated with any airport development projects nor construction of any physical facilities. Detailed analyses will be used to evaluate the potential environmental impacts in the study area.

Public Scoping Process: Public participation, through public scoping meetings, will be encouraged. The FAA will schedule a series of public scoping meetings. Each meeting will be held from 7 p.m. to 9 p.m. at specific sites located throughout the study area. Each meeting will begin with an overview of the project (7 p.m. -7:30 p.m.), followed by an informal open house period (7:30 p.m. - 8:30 p.m.). The open house portion of each public scoping meeting will include redesign displays and graphics and will provide an opportunity for one-on-one interaction between the representatives of the FAA and the general public. Following the open house part of the meeting, a Question and Answer session will be provided (8:30 p.m.-9 p.m.). Comments will be received via court reporter or written comment forms throughout the duration of the meeting.

Information about the New York/New Jersey/Philadelphia Metropolitan Airspace Redesign Project, including the scoping meeting schedule and meeting locations can be found at the following Internet Website: [**aea.faa.gov/airspace/NYNJPHL_Airspace_Redesign/**](http://aea.faa.gov/airspace/NYNJPHL_Airspace_Redesign/). Additionally, the FAA will be maintaining the following toll free telephone number for general information about the scoping meetings: 1-866-EISLine (1-866-347-5463).

The FAA is requesting comments and suggestions on the project scope from agencies and other interested parties. The FAA will accept written scoping comments through June 29, 2001. Such comments may be directed to:

Postal Mail:

Jackie Brown
PRC Inc., 12005 Sunrise Valley Dr.
Mail Stop: 6S3

1500 PRC Drive
McLean, VA 22102

Email:

brown_jacqueline@prc.com

Section M.2: Pre-Scoping Materials

This section describes the pre-scoping materials and events that occurred during the NY/NJ/PHL Airspace Redesign. Pre-scoping occurs in order to provide the public with an initial introduction to the project and the proposed actions. Because of the large population that might be affected by changes to the airspace in over such a large area, a series of workshops were undertaken in order to inform the public about the project. A listing of workshop locations and dates can be found at the end of this summary.

Representatives from the FAA and the contractors were present at all workshops. Air traffic controllers specific to the region were present at several of the meetings. Comment sheets were provided at all the meetings so that those present could provide feedback, and verbal comments were also accepted and recorded. Workshops were advertised by mailings, newspaper advertisements, and FAA press briefings before the first meetings.

Workshops followed a similar format, and included an introductory presentation, an open forum, and comment collection. Instructions were also made available to those who wished to fax, e-mail, or mail in comments.

Following is a list of Workshop locations and dates:

- Waterbury, CT on September 22nd, 1999
- Danbury, CT. on September 23rd, 1999
- Kingston, NY on September 28th, 1999
- Stamford, CT on September 29th, 1999
- Manhattan, NY on September 30th, 1999
- Yonkers, NY on October 5th, 1999
- Bronx, NY on October 6th, 1999
- New Rochelle, NY on October 7th, 1999
- East Elmhurst, NY on October 12th, 1999
- Uniondale, NY on October 13th, 1999
- Staten Island, NY on October 14th, 1999
- Montclair, NJ on November 3rd , 1999
- Hasbrouck Heights, NJ on November 4th , 1999
- Newark, NJ on November 9th , 1999
- Elizabeth, NJ on November 10th, 1999
- Carteret, NJ on November 16th, 1999
- Edison, NJ on November 17th, 1999
- Springfield, NJ on November 18th, 1999
- Bridgewater, NJ on December 1st, 1999
- Parsippany, NJ on December 2nd, 1999
- Bordentown, NJ on December 7th, 1999
- Philadelphia, PA on December 8th, 1999
- Wilmington, DE on December 9th, 1999
- Hazlet, NJ on December 14th, 1999
- Toms River, NJ on December 15th, 1999

- Tinton Falls, NJ on December 16th, 1999
- Manhattan, NY on January 11th, 2000
- White Plains, NY on January 12th, 2000
- Weehawken, NJ on January 13th, 2000
- Bronx, NY on January 19th, 2000
- Jamaica, NY on February 3rd, 2000

Federal Aviation Administration
Eastern Region

**Pre-Scoping Summary
Report**

• • • • • • • • • •



*New York/New Jersey
Metropolitan Area Airspace
Redesign Program*

FAA

TABLE OF CONTENTS

1.0 INTRODUCTION	1
1.2 PURPOSE AND NEED FOR AIRSPACE REDESIGN PROGRAM	1
1.3 BACKGROUND	2
1.2 PRE-SCOPING PROCESS	3
2.0 PLANNING ACTIVITIES	3
1.2 WORKSHOP LOCATIONS	3
1.3 WORKSHOP STAFF	4
1.4 WORKSHOP MATERIALS AND DISPLAYS.....	5
1.5 PUBLICITY	5
3.0 WORKSHOP FORMAT.....	7
3.1 REGISTRATION.....	7
3.2 INTRODUCTORY PRESENTATION	7
3.3 OPEN FORUM WORKSHOP	8
3.4 COMMENTS COLLECTION AREA.....	9
4.0 COMMENT SUMMARY	10
4.1 SUMMARY OF WORKSHOP HELD IN WATERBURY, CT ON SEPTEMBER 22 ND , 1999.....	11
4.2 SUMMARY OF WORKSHOP HELD IN DANBURY, CT. ON SEPTEMBER 23 RD , 1999.	11
4.3 SUMMARY OF WORKSHOP HELD IN KINGSTON, NY ON SEPTEMBER 28 TH , 1999.	11
4.4 SUMMARY OF WORKSHOP HELD AT STAMFORD, CT ON SEPTEMBER 29 TH , 1999.	12
4.5 SUMMARY OF WORKSHOP HELD AT MANHATTAN, NY ON SEPTEMBER 30 TH , 1999.	12
4.6 SUMMARY OF WORKSHOP HELD AT YONKERS, NY ON OCTOBER 5 TH , 1999.....	13
4.7 SUMMARY OF WORKSHOP HELD AT BRONX, NY ON OCTOBER 6 TH , 1999.....	13
4.8 SUMMARY OF WORKSHOP HELD AT NEW ROCHELLE, NY ON OCTOBER 7 TH , 1999.	13
4.9 SUMMARY OF WORKSHOP HELD AT EAST ELMHURST, NY ON OCTOBER 12 TH , 1999.	14
4.10 SUMMARY OF WORKSHOP HELD AT UNIONDALE, NY ON OCTOBER 13 TH , 1999.	14
4.11 SUMMARY OF WORKSHOP HELD AT STATEN ISLAND, NY ON OCTOBER 14 TH , 1999.	15
4.12 SUMMARY OF WORKSHOP HELD AT MONTCLAIR, NJ ON NOVEMBER 3 RD , 1999.	16
4.13 SUMMARY OF WORKSHOP HELD AT HASBROUCK HEIGHTS, NJ ON NOVEMBER 4 TH , 1999.....	17
4.14 SUMMARY OF WORKSHOP HELD AT NEWARK, NJ ON NOVEMBER 9 TH , 1999.	18
4.15 SUMMARY OF WORKSHOP HELD AT ELIZABETH, NJ ON NOVEMBER 10 TH , 1999.....	19
4.16 SUMMARY OF WORKSHOP HELD AT CARTERET, NJ ON NOVEMBER 16 TH , 1999.....	20
4.17 SUMMARY OF WORKSHOP HELD AT EDISON, NJ ON NOVEMBER 17 TH , 1999.	20
4.18 SUMMARY OF WORKSHOP HELD AT SPRINGFIELD, NJ ON NOVEMBER 18 TH , 1999.	21
4.19 SUMMARY OF WORKSHOP HELD AT BRIDGEWATER, NJ ON DECEMBER 1 ST , 1999.	21
4.20 SUMMARY OF WORKSHOP HELD AT PARSIPPANY, NJ ON DECEMBER 2 ND , 1999.	22
4.21 SUMMARY OF WORKSHOP HELD AT BORDENTOWN, NJ ON DECEMBER 7 TH , 1999.	22
4.22 SUMMARY OF WORKSHOP HELD AT PHILADELPHIA, PA ON DECEMBER 8 TH , 1999.	23
4.23 SUMMARY OF WORKSHOP HELD AT WILMINGTON, DE ON DECEMBER 9 TH , 1999.....	23
4.24 SUMMARY OF WORKSHOP HELD AT HAZLET, NJ ON DECEMBER 14 TH , 1999.	24
4.25 SUMMARY OF WORKSHOP HELD AT TOMS RIVER, NJ ON DECEMBER 15 TH , 1999.	24
4.26 SUMMARY OF WORKSHOP HELD AT TINTON FALLS, NJ ON DECEMBER 16 TH , 1999.	25
4.27 SUMMARY OF WORKSHOP HELD AT MANHATTAN, NY ON JANUARY 11 TH , 2000.....	25
4.28 SUMMARY OF WORKSHOP HELD AT WHITE PLAINS, NY ON JANUARY 12 TH , 2000.....	25
4.29 SUMMARY OF WORKSHOP HELD AT WEEHAWKEN, NJ ON JANUARY 13 TH , 2000.	27
4.30 SUMMARY OF WORKSHOP HELD AT BRONX, NY ON JANUARY 19 TH , 2000.....	27
4.31 SUMMARY OF WORKSHOP HELD AT JAMAICA, NY ON FEBRUARY 3 RD , 2000.....	28
4.32 MISCELLANEOUS WORKSHOP COMMENTS	29

APPENDIX A WORKSHOP TRAINING.....	30
APPENDIX B WORKSHOP COST SUMMARY	31

List of Figures

FIGURE 2.1 AIRSPACE REDESIGN WORKSHOPS	4
FIGURE 2.4 MEETING ANNOUNCEMENT NEWSPAPER ARTICLE	6
FIGURE 4.3-1 SUMMARY OF COMMENTS FOR KINGSTON, NY WORKSHOP	11
FIGURE 4.4-1 SUMMARY OF COMMENTS FOR STAMFORD, CT WORKSHOP.....	12
FIGURE 4.5-1 SUMMARY OF COMMENTS FOR NEW YORK, NY WORKSHOP.....	13
FIGURE 4.9-1 SUMMARY OF COMMENTS FOR EAST ELMHURST, NY WORKSHOP	14
FIGURE 4.10-1 SUMMARY OF COMMENTS FOR UNIONDALE, NY WORKSHOP.....	15
FIGURE 4.11-1 SUMMARY OF COMMENTS FOR STATEN ISLAND, NY WORKSHOP.....	16
FIGURE 4.12-1 SUMMARY OF COMMENTS FOR MONCLAIR, NJ WORKSHOP	17
FIGURE 4.13-1 SUMMARY OF COMMENTS FOR HASBROUCK HEIGHTS, NJ WORKSHOP.....	18
FIGURE 4.15-1 SUMMARY OF COMMENTS FOR ELIZABETH, NJ WORKSHOP	19
FIGURE 4.17-1 SUMMARY OF COMMENTS FOR EDISON, NJ WORKSHOP.....	20
FIGURE 4.18-1 SUMMARY OF COMMENTS FOR SPRINGFIELD, NJ WORKSHOP	21
FIGURE 4.20-1 SUMMARY OF COMMENTS FOR PARSIPPANY, NJ WORKSHOP	22
FIGURE 4.23-1 SUMMARY OF COMMENTS FOR WILMINGTON, DE WORKSHOP.....	23
FIGURE 4.24-1 SUMMARY OF COMMENTS FOR HAZLET, NJ WORKSHOP	24
FIGURE 4.28-1 SUMMARY OF COMMENTS FOR WHITE PLAINS, NJ WORKSHOP	26
FIGURE 4.30-1 SUMMARY OF COMMENTS FOR 2 ND BRONX, NY WORKSHOP	27
FIGURE 4.31-1 SUMMARY OF COMMENTS FOR JAMAICA, NY WORKSHOP	28
FIGURE 4.32-1 SUMMARY OF MISCELLANEOUS COMMENTS.....	29

List of Tables

TABLE 4-1 COMMENT SUMMARY.....	10
--------------------------------	----

Pre-Scoping Workshop Summary

1.0 Introduction

This report summarizes the results of the New York/New Jersey (NY/NJ) Metropolitan Area Airspace Redesign Pre-Scoping Public Workshops, referred to as the Airspace Redesign Workshops. The report describes the planning and scheduling that went into this series of workshops as well as the workshop format. The final section summarizes public comments from each workshop. The pre-scoping process was used to support all airspace redesign efforts and provide insight into the public's issues surrounding redesign changes. This report is intended to be used by both Environmental and Redesign staff during future changes in the airspace surrounding the metropolitan area.

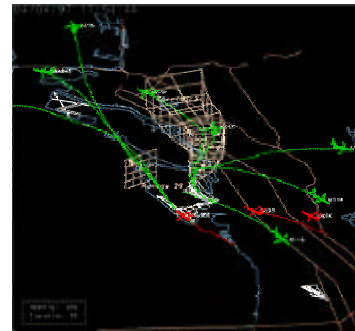
1.1 Purpose and Need for Airspace Redesign Program

The purpose of the New York/New Jersey Airspace Redesign Project is to increase the efficiency of air traffic flows into and out of the metropolitan area including Philadelphia while maintaining or improving the level of safety and air traffic services that are currently in place.

The New York/New Jersey metropolitan area is one of the busiest regions for air travel in the country. Major airports in the area include John F. Kennedy, La Guardia, Newark, and Philadelphia and combined account for over \$40 billion in economic input to the study area. These airports accommodated approximately 99 million passengers last year.

The enormous flow of air traffic into the study area has created a system that is highly susceptible to delays. The Air Transportation Association has estimated that more than 308,000 flights were delayed last year at a cost of \$4.1 billion. Two major contributors to flight delays include weather and the dated 1960's terminal air traffic flow. In the last 30 years aircraft types, air traffic control systems, and airport usage have all changed dramatically. Additionally, the basic design of the airports was not intended to handle such large volumes of traffic.

In response to the airspace issue, the Federal Aviation Administration (FAA) is undertaking a complete redesign of the airspace in the metropolitan area. Some of the benefits of a major redesign include:



- *Reduced delays at major airports*
- *Reduced pilot/controller workload*
- *Enhanced safety*
- *Reduced adverse environmental impacts such as noise and air emissions*
- *Enhanced productivity*

The process of airspace redesign is a complex one that requires input from the public during each phase.

The National Environmental Policy Act (NEPA) of 1969, requires that all federal agencies determine the impacts to the environment of any major federal action prior to the beginning of the project. In compliance with NEPA, all Federal Agencies and organizations nationwide must complete an Environmental Impact Statement (EIS) or Environmental Assessment (EA) to determine the environmental impact of certain projects as specified by NEPA. The environmental analysis is required to describe baseline environmental conditions and impacts to this baseline associated with each developed alternative. It is then up to the organization, such as the FAA, to select an alternative and describe any mitigation efforts that would reduce the impacts associated with the selected alternative.

The process of airspace redesign is complicated particularly in the New York/New Jersey/Philadelphia region. The original airspace design is a complicated one with respect to ingress and egress routes. This region is also an exceptionally busy one, especially on bad weather days. Competition among airline carriers for limited airspace is further complicated by new jet service at smaller airports. Therefore, any airspace redesign will be an arduous process that will take several years to study, make recommendations, and then implement, if changes are recommended. The pre-scoping process undertaken by the FAA is the very first step in the design process and provides an initial introduction to the public of the project and considered alternatives.

1.2 Background

Following the implementation of the Expanded East Coast Plan (EECP), which revised air routes and air traffic control procedures over a large portion of the eastern United States, a decision was made by the FAA to prepare an EIS to document the impacts to the state of New Jersey. The public involvement during this scoping process was extensive due to the large populace effected by such airspace design changes.

As a result of lessons learned during the EECP, the New York/New Jersey Metropolitan Area Airspace redesign program initiated a large-scale pre-scoping process prior to any formal development of redesign alternatives.

“The National Environmental Policy Act (NEPA) of 1969 mandates public involvement in assessing the environmental consequences of major and/or controversial federal actions. This public involvement normally begins during formal scoping meetings with the public.”

1.3 Pre-Scoping Process

The pre-scoping process involved conducting a series of airspace redesign workshops. The workshops provided a forum for informal discussions between the public and experienced FAA personnel. The goal of the workshops was to gather critical public comment prior to the formal scoping process, which is required by NEPA during the development of an EIS. The pre-scoping process was intended to provide the following benefits:

- Increased partnership with the public early in the redesign phase
- Expanded design options in the beginning
- Increased understanding of critical public issues that will need to be addressed as the project proceeds
- Improved public understanding of the project and its goals in order to facilitate meaningful discussions concerning project alternatives
- Development of a more comprehensive project

2.0 Planning Activities

The Pre-Scoping process was kicked off at the FAA Eastern Region Headquarters on July 29th, 1999. The objectives of the this meeting included the following: workshop format development, advertisement approaches, team staffing requirements, formal training, and creation of a workshop schedule. Additional formal coordination meetings were held to discuss technical data display requirements.

2.1 Workshop Locations

The locations of all airspace redesign workshops were selected using a combination of elected official notification and experience gained from prior airspace redesign projects. Every effort was made to accommodate late requests for changes to workshop plans including the location. In particular, elected officials specific location requests were addressed during the selection process. Figure 2.1 is a list of all airspace redesign workshops held during the Pre-Scoping process.

September 22 nd , 1999 Sheraton Hotel Waterbury, CT 203-573-1000	October 14 th , 1999 Monte Bianco Staten Island, NY 718-987-3883	December 7 th , 1999 Ramada Inn Bordentown, NJ 609-298-3200
September 23 rd , 1999 Holiday Inn Danbury, CT 203-792-4000	November 3 rd , 1999 Montclair Public Library Montclair, NJ 973-744-0500	December 8 th , 1999 Holiday Inn (Stadium) Philadelphia, PA 215-755-9500
September 28 th , 1999 Ramada Inn Kingston, NY 914-339-3900	November 4 th , 1999 Holiday Inn Hasbrouck Heights, NJ 201-288-9600	December 9 th , 1999 Brandywine Suites Hotel Wilmington, DE 302-656-9300
September 29 th , 1999 Westin Hotel Stamford, CT 203-967-2222	November 9 th , 1999 Hilton Newark Gateway Newark, NJ 973-622-5000	December 14 th , 1999 Hazlet Hotel Hazlet, NJ 732-264-2400
September 30 th , 1999 Holiday Inn on W 57 th St. New York, NY 212-581-8100	November 10 th , 1999 Wyndham Garden Hotel (Newark Airport) Elizabeth, NJ 908-527-1600	December 15 th , 1999 Ramada Inn Toms River, NJ 732-905-2626
October 5 th , 1999 Royal Regency Hotel Yonkers, NY 914-476-6200	November 16 th , 1999 Holiday Inn Carteret, NJ 732-541-9500	December 16 th , 1999 Holiday Inn Tinton Falls, NJ 732-544-9300
October 6 th , 1999 SUNY Maritime College at Fort Schuyler Bronx, NY 718-409-7200	November 17 th , 1999 Clarion Hotel & Conference Center Edison, NJ 732-287-3500	January 11 th , 2000 Marriott Marquis New York, NY 212-398-1900
October 7 th , 1999 Ramada Plaza Hotel New Rochelle, NY 914-576-3700	November 18 th , 1999 Holiday Inn Springfield, NJ 973-376-9400	January 12 th , 2000 Crowne Plaza White Plains, NY 914-682-0050
October 12 th , 1999 Crown Plaza La Guardia East Elmhurst, NY 718-457-6300	December 1 st , 1999 Days Inn Bridgewater, NJ 908-526-9500	January 13 th , 2000 Sheraton Suites Weehawken, NJ 201-617-5600
October 13 th , 1999 Marriott Hotel Uniondale, NY 516-794-3800	December 2 nd , 1999 Holiday Inn Parsippany, NJ 973-263-2000	January 19 th , 2000 Public School #182 Bronx, NY 718-822-7777
		February 3 rd , 2000 Ramada Plaza- JFK Airport Jamaica, NY 718-995-9000

Figure 2.1 Airspace Redesign Workshops

2.2 Workshop Staff

The workshop team that planned and facilitated all workshops was composed of core FAA and contractor personnel. The core FAA staff consisted of experienced environmental, air traffic, public affairs and

airspace redesign personnel based out of the Eastern Region office. In addition, high-level management personnel attended several meetings and were closely involved throughout the planning and meeting phases. The contractor core team consisted of environmental and transportation experienced staff. The core contractor team had direct experience in both past and present airspace redesign projects in the New Jersey and Washington D.C. areas. All core members participated in the full series of workshops independent of geographic locations. This approach provided consistency throughout the workshops and helped maintain a common center of expertise that will be used for future public involvement activities. The core team developed the workshop format, displays, and introductory briefing used at each workshop.

The core team was supplemented by groups of geographic specific air traffic controllers. Depending on the location of each workshop, FAA management would select specific personnel that had direct experience with air traffic in the local area.

The workshop staff's experience covered a wide range of areas that proved essential for successfully interacting with various levels of both the public and special interest groups that are concerned with air traffic and air transportation issues in the metropolitan area.

2.3 Workshop Materials and Displays

A variety of documentation and other materials were prepared for the workshop series. Documentation covering aircraft noise and airport operations were handed out during the start of each workshop. This documentation included:

- A point of contact brochure containing address, phone, fax, and e-mail of the lead contractor
- Airport flight operations at the major airports for the years of 1990, 1995, and 1998
- Aircraft noise brochures published by FAA Eastern Region
- FAA Air Traffic Environmental Guide (NEPA)
- Airspace Redesign Project Newsletter
- Press kits for local media

In the open forum area of the workshop, displays depicting actual aircraft radar tracks were overlaid on top of geographic base maps. The base maps provided a means for the public to locate their households, while the radar tracks would provide a visual reference to daily air traffic in the area. Also included were displays depicting the NEPA process and its relationship to the airspace design process. Finally, comment sheets were provided at the comment area for collection of formal written comments.

2.4 Publicity

The workshop team used several advertising methods to announce upcoming community workshops to the public and interested parties. First, workshop announcements similar to a newsletter were mass mailed to the public using a pre-defined mail list. The mail list was generated from past lists that were used during airspace design workshops and included special interest groups, individuals, and elected officials. As the meetings progressed each attendee was added to the list and valuable public inputs helped to further modify

the list. A total of three separate mailings were used to announce the meetings. This was a result of a combination of mail list and meeting modifications.

The second method involved the use of newspaper advertisements. A standard advertisement was developed and published in both major and local newspapers in the entire project area. Once again, as the meetings progressed specific local papers were brought to the attention of the team and these were incorporated in additional advertisement listings. Each ad contained the same basic header information with actual meeting locations included that would correspond with the geographic area of the meeting.

Finally, the FAA held press briefings prior to the first set of workshops and communicated via phone calls or actual interviews with numerous members of the press throughout the meeting process. This usually resulted in increased publicity.

Airspace Redesign Community Workshops

The Federal Aviation Administration (FAA) is in the early phases of an airspace redesign project, which encompasses New York/New Jersey and Philadelphia metropolitan areas. It will also include air traffic affecting Connecticut, Delaware, and Pennsylvania. This area services over 8,000 flights a day and includes 3 of the top 10 most delayed airports in the country. Some of the airspace initiatives might include: modifying or developing new air routes, modification or development of new departure procedures at various airports in the study, modification of noise abatement procedures, modification to arrival fixes, and development of new arrival area concepts.

The FAA will host several community workshops beginning in late September and ending in February 2000. The workshops will provide a forum for early public involvement prior to any airspace redesign project initiatives. The purpose of these workshops is to invite public comments with respect to airspace redesign initiatives. These workshops are not limited to environmental concerns, but will be open to a full range of community ideas.

All comments will be compiled and reviewed by the FAA during the redesign process. It is anticipated that a formal National Environmental Policy Act (NEPA) process will be implemented once design alternatives have been formulated. The FAA will revisit community locations to solicit environmental concerns at that time.

Community workshops will be held from 7 to 9 p.m. at the following locations in the local area:

November 3rd, Montclair Public Library, Montclair, NJ, (973-744-0500)
November 4th, Holiday Inn, Hasbrouck Heights, NJ, (201-288-9600)

Figure 2.4 Meeting Announcement Newspaper Article

3.0 Meeting Format

The basic format of the workshops provided extremely valuable one on one contact between the FAA and the interested public. The meeting format provided a means to transfer large quantities of high quality information directly between the FAA and public. The following sections will describe the functional areas of the workshop.

3.1 Registration

The first stop for attendees was the registration table. This table and the personnel that stationed it turned out to be one of the most critical to the workshop. This is where the public first made contact with workshop personnel and would typically set the mood for the rest of the meeting. Registration personnel would perform the following functions:

meeting attendee registration (this list would be used to track meeting participation and to update the mailing list), brochure distribution, meeting process orientation, media personnel guidance, and elected official introduction. The photo to the right was taken during the workshop held in Toms River, NJ and depicts a typical registration setup.



3.2 Introductory Presentation

Core contractor and FAA personnel developed an introductory presentation that was presented on a continuous basis. The length of the presentation was kept to a maximum of 10 minutes with full animation and audio incorporated. It provided the first opportunity for meeting attendees to understand the airspace project and goals of the FAA. Some of the presentation topics included:

- *Purpose of the Airspace Redesign Workshops*
- *What is Airspace Redesign and why we need it*
- *Redesign concepts and overall benefits to the public*
- *Goals for the workshops*
- *Meeting structure and flow*

A typical introductory presentation used during the pre-scoping process is presented below:



3.3 Open Forum Workshop

The open forum area hosted all of the workshop static and computer displays. Each set of displays was manned by either FAA or contractor personnel who had an appropriate level of expertise in that particular area. The displays were arranged to promote a constant flow of personnel around the perimeter of the room. The workshop displays contained either air traffic or environmental data. Workshop personnel to supplement and/or clarify public questions or issues during this portion of the workshop would use this information.



Each attendee, no matter what level of knowledge associated with airspace redesign, was given a chance to interact one on one with appropriate FAA team members. Meeting attendees were not restricted to any time limits and were not required to submit formal questions to the record in order to obtain personnel airspace information relating to their homes or communities. The public's frustrations became further reduced following these conversations when attendees would find out that a majority of the workshop team members lived in or near their communities and thus fully appreciated and understood specific air traffic issues.



The primary goal of the open forum area was the information sharing between the public and FAA with both learning the others issues, concerns, and constraints related to the project. FAA personnel are shown above interacting with a concerned citizen during the open forum workshop. An overall project flight track display is being used as an information aid during the discussion.

3.4 Comments Collection Area



The final station which attendees visited was the comment area. This area was usually situated at one end of the workshop with as much separation as possible from the main discussion areas. The station contained two six-foot tables with chairs and a separate pair of chairs for the court recorder and attendees who wished to leave oral comments for the record. The tables contained comment sheets and project contact information, which instructed attendees on the procedures to fax, e-mail, or mail comments in if they were not prepared to comment at the

meeting. Written comments were collected each night following the meeting and the recorder comments would be e-mailed into the contractor's office to be included in the administrative record. The above photo depicts a typical comment area used during the pre-scoping meetings.

4.0 Comment Summary

This section summarizes the comments documented by the workshop team during each workshop. In addition, comments not associated with particular meetings are included in Section 4.32. Each comment was collected using one of the following methods:

- Meeting Written Comments
- Meeting Oral (court recorded) Comments
- E-Mail Correspondence
- Written Correspondence

Each section contains an overall comments summary graph that will provide an overview of the results of the meeting and an overall textual summary of the workshop. Keywords were used to describe in general terms the attendees comments and issues. Detailed original comments are included with the Administration Record (AR) for the airspace redesign project and should be used when developing detailed design concepts. Table 4.1 is a summary of the total attendees and comments received from the entire pre-scoping project.

Table 4-1 Comment Summary

ID	MEETING LOCATION	ATTENDEES	RECORDER	WRITTEN COMMENTS	U.S. MAIL COMMENTS	E-MAILED COMMENTS	TOTAL COMMENTS
1	Waterbury, CT	10	1		1		2
2	Danbury, CT	19	1	4			5
3	New Paltz (Kingston) NY	76	23	27	5		55
4	Stamford, CT	36		26		1	27
5	Manhattan, NY	34	9	8			17
6	Yonkers, NY	1					0
7	Bronx, NY	3	1				1
8	New Rochelle, NY	6	1				1
9	Flushing, NY	68	29	18			47
10	Uniondale, NY	98	8	28	1		37
11	Staten Island, NY	29	6	6			12
12	Montclair, NJ	38	11	18	5		34
13	Little Ferry, NJ (Hasbrouck Heights)	118	37	33			70
14	Newark, NJ	13	2	3			5
15	Elizabeth, NJ	27	4	12			16
16	Carteret/Woodbridge, NJ	35	6	3			9
17	Metuchen (Edison), NJ	21	8	4			12
18	Scotch Plain (Springfield), NJ	37	11	6			17
19	Bridgewater, NJ	17	5	1			6
20	Parsippany, NJ	113	21	46	2	1	70
21	Trenton (Bordentown), NJ	4		1			1
22	Philadelphia, PA	10		3	1		4
23	Wilmington, DE	30	2	11			13
24	Holmdale (Hazlet), NJ	32	13	8			21
25	Toms River, NJ	22	3	8			11
26	Tinton Falls, NJ	23	5	3	1		9
27	Manhattan, NY # 2	33	2	5			7
28	White Plains, NY	98	22	10			32
29	Weehawken, NJ	15	5	1			6
30	Bronx, NY # 2	36	3	7			10
31	Jamaica, NY	72	7	19			26
32	Misc	n/a			98	31	129
	Grand Total	1174	246	319	114	33	712

4.1 Summary of Workshop held in Waterbury, CT on September 22nd, 1999.

During this workshop, the workshop staff received only one oral comment that discussed upgrading onboard avionics to provide redundant backups in case of radio failure in the aircraft. The comment was submitted by a multi-engine pilot with 29 years of flight experience.

4.2 Summary of Workshop held in Danbury, CT. on September 23rd, 1999.

A comment was submitted which addressed several factors dealing with en-route aircraft noise and altitudes. The primary suggestion was to vary aircraft routes and not concentrate them on specific flight paths. It was also suggested that aircraft be kept as high as possible when in the vicinity of residential areas. The remaining comments recommend regulatory or policy changes that could benefit Visual Flight Rules (VFR) traffic in the metropolitan area.

4.3 Summary of Workshop held in Kingston, NY on September 28th, 1999.

Twenty-four percent of the comments received from the Kingston workshop concerned moving Instrument Flight Rules (IFR) routes and/or intersections away from the Catskill State Park area. Associated with the routing concerns were enroute jet aircraft noise, traffic volume, and aircraft emissions concerns. Rerouting of enroute aircraft away from the Catskill area was recommended as the majority solution.

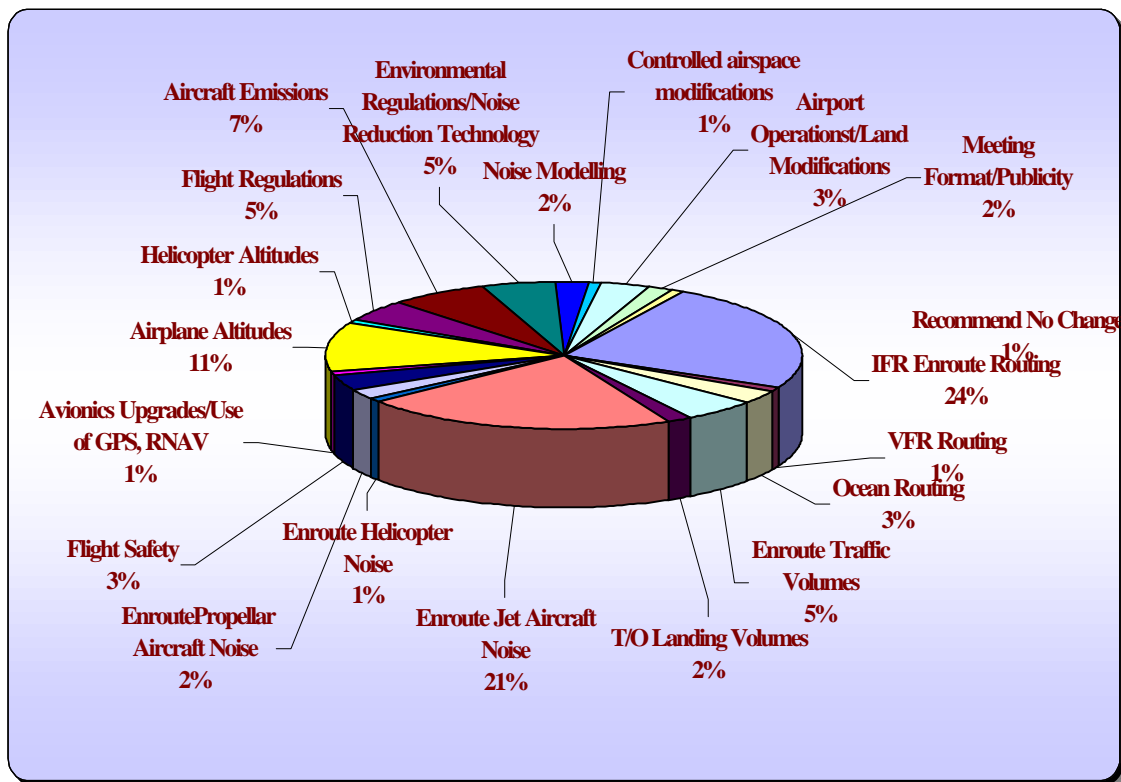


Figure 4.3-1 Summary of Comments for Kingston, NY Workshop

4.4 Summary of Workshop held at Stamford, CT on September 29th, 1999.

Due to the location of the Stamford workshop, comments received covered both terminal (Westchester/Heliport) and enroute traffic concerns. Both airplane and helicopter noise as well as altitude concerns made up the majority of comments from this workshop. Suggestions included maintaining higher altitudes as well as routing over less populated areas. Suggestions were also made to increase regulations covering low flying aircraft.

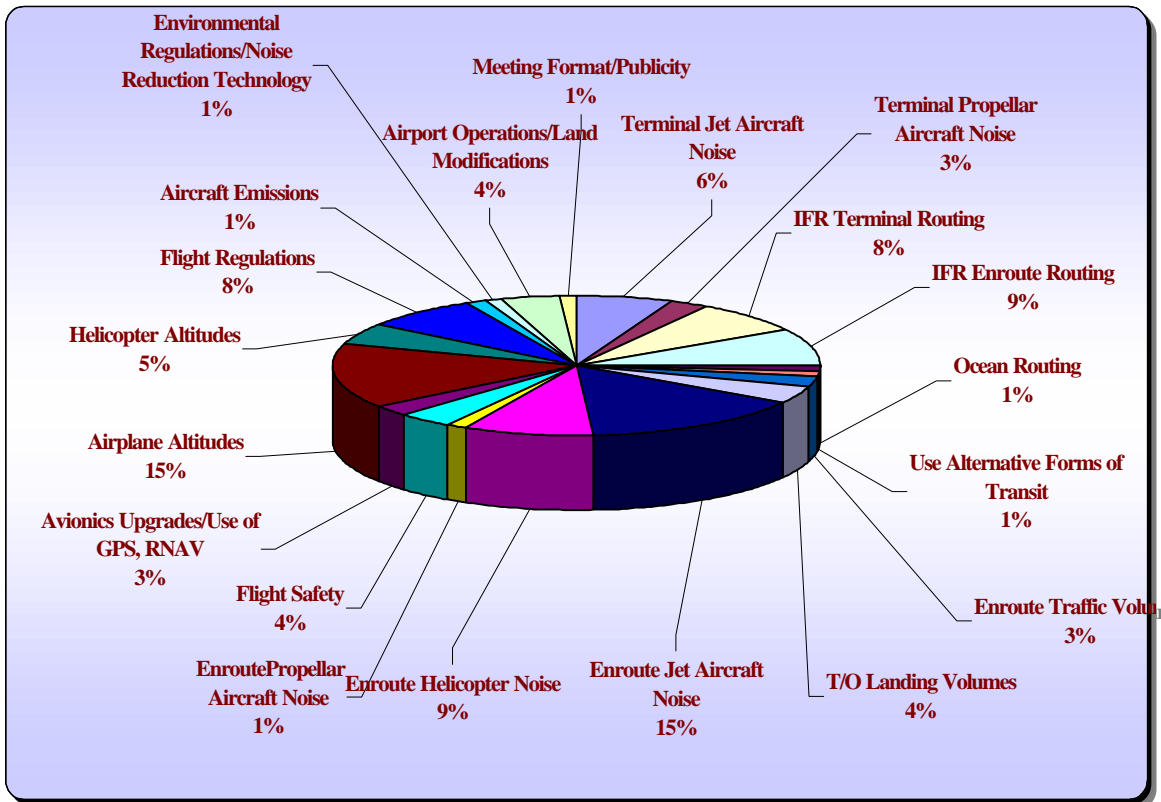


Figure 4.4-1 Summary of Comments for Stamford, CT Workshop

4.5 Summary of Workshop held at Manhattan, NY on September 30th, 1999.

Thirteen percent of the comments from this workshop discussed terminal aircraft noise as a major issue that should be addressed during this project. In addition, there was a large concern for aircraft emissions and its effect on public health. Bringing in alternative forms of transportation were also recommended.

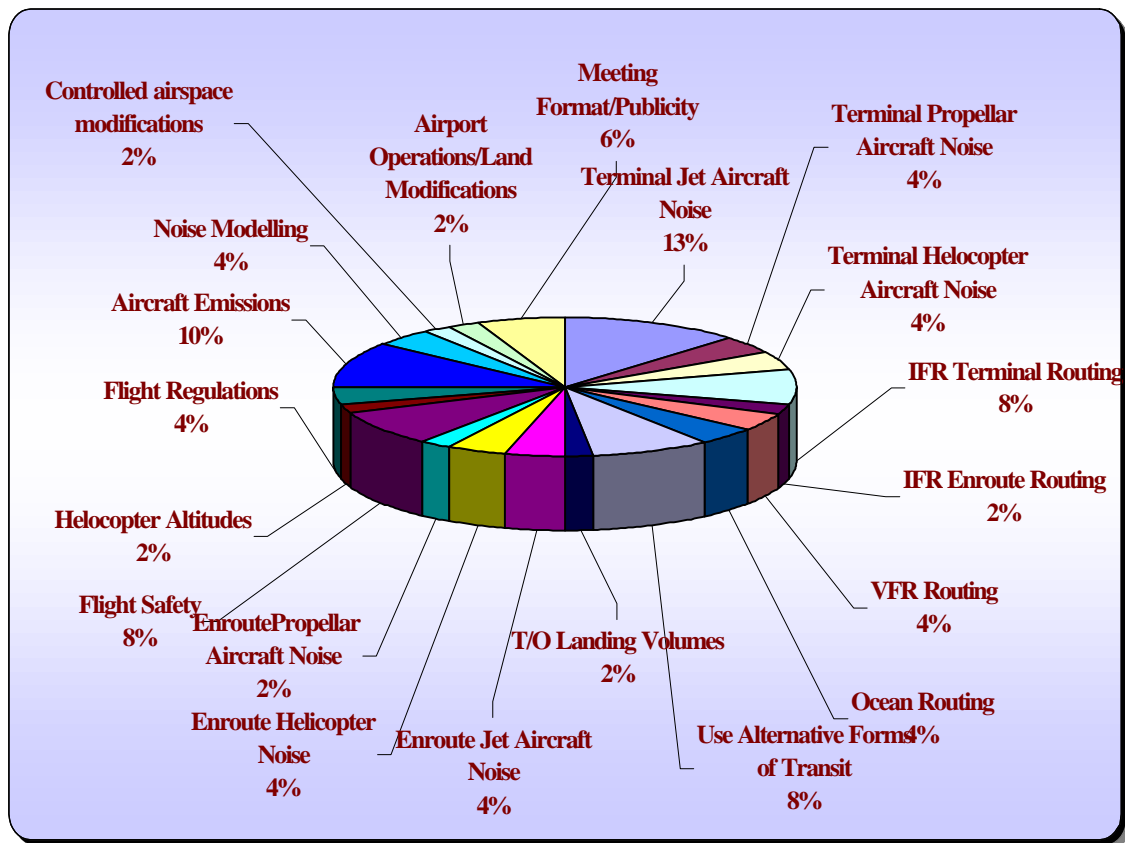


Figure 4.5-1 Summary of Comments for New York, NY Workshop

4.6 Summary of Workshop held at Yonkers, NY on October 5th, 1999.

There were no comments submitted during this workshop. Low attendance prompted the FAA to hold an additional workshop in Westchester County later in the schedule.

4.7 Summary of Workshop held at Bronx, NY on October 6th, 1999.

Only one comment was submitted at this workshop which was held at SUNY Maritime Academy in the Bronx, NY. The comment was from a local resident who lived within the landing/take-off pattern of La Guardia airport. The resident requested that the FAA continue its effort to reduce aircraft noise at the source. In addition, he recommended altering take-off and landing patterns within reason to spread out the noise.

4.8 Summary of Workshop held at New Rochelle, NY on October 7th, 1999.

The only comment received during this workshop requested incorporation of noise abatement techniques be included within the scope of the program.

4.9 Summary of Workshop held at East Elmhurst, NY on October 12th, 1999.

The vast majorities of comments received from the public during this workshop were concerned with terminal air traffic and associated noise from both La Guardia and JFK airports. Thirty-one percent of the comments dealt with terminal jet aircraft noise. In addition, 17% of the comments discussed the effects of air pollution and how the project should concentrate on reducing the negative impacts associated with aircraft emissions. There was also a strong opposition to increasing the volumes of take-off and landings at both airports and placing limits on hours of operation at the two airports in the Queens Burrough.

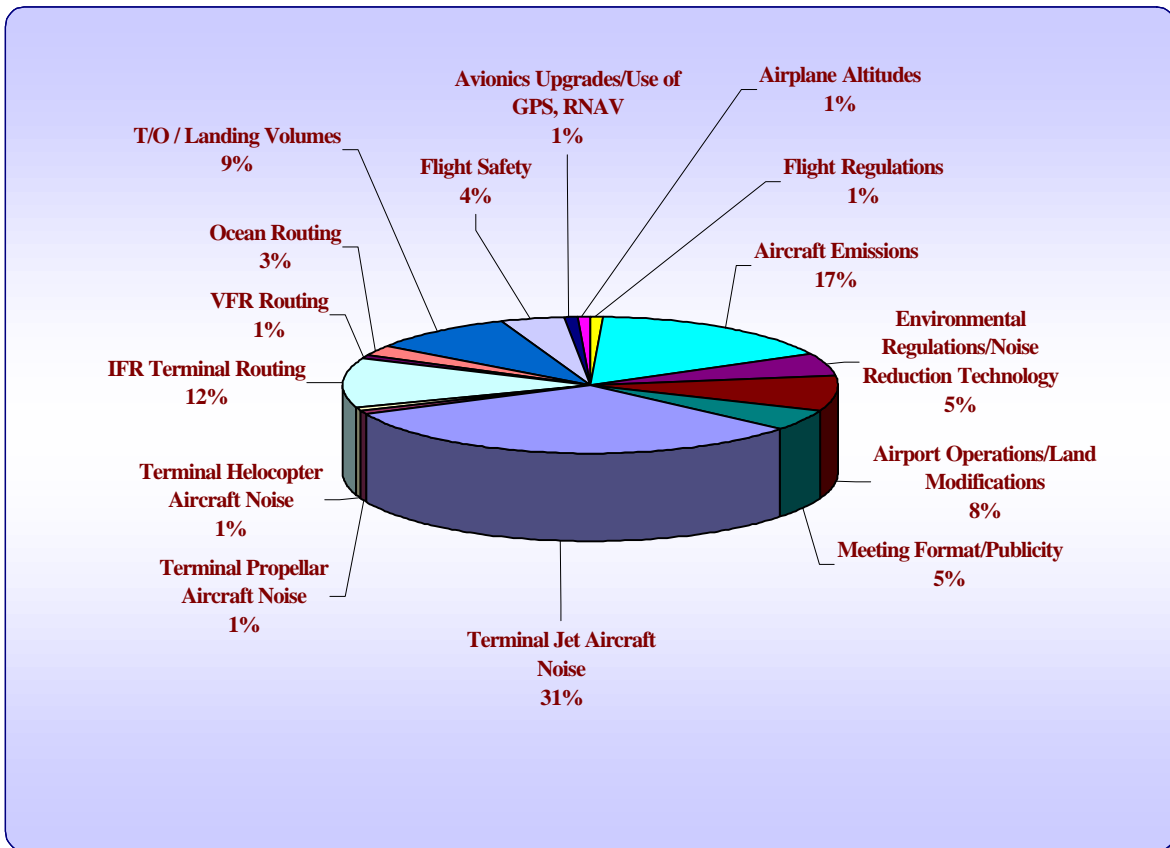


Figure 4.9-1 Summary of Comments for East Elmhurst, NY Workshop

4.10 Summary of Workshop held at Uniondale, NY on October 13th, 1999.

The majority of attendees at this workshop resided in areas surrounding JFK airport. Sixty percent of the comments dealt with terminal noise, routing, and emissions impacts. Limiting night operations at JFK was also addressed in 13% of the comments. There were several recommendations to keep aircraft over the

ocean either immediately following take-off or when being sequenced into the terminal area during approaches. As would be expected from a community in close proximity to a large metropolitan airport, safety was commented on 6% of the time.

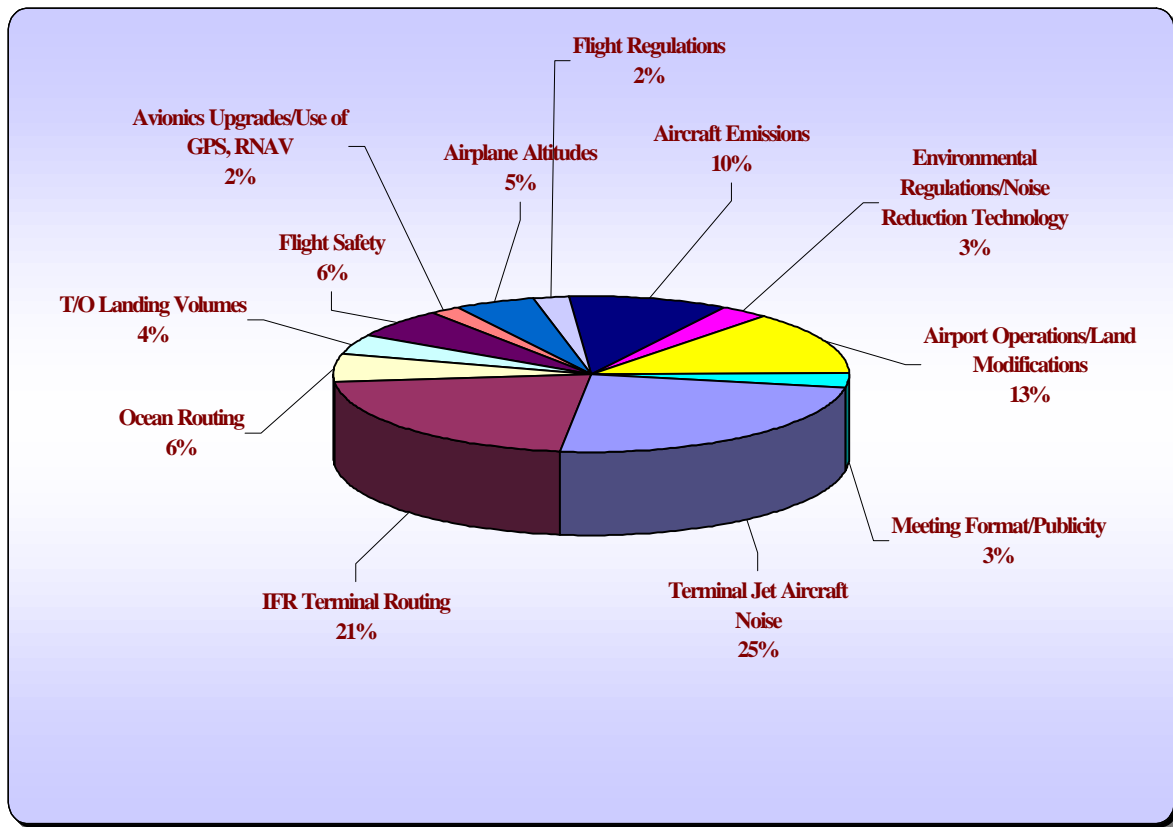


Figure 4.10-1 Summary of Comments for Uniondale, NY Workshop

4.11 Summary of Workshop held at Staten Island, NY on October 14th, 1999.

The attendees at the Staten Island workshop were mostly from the North Shore area of the Island. They receive a high quantity of aircraft overflight from RWY 22 departures out of Newark. Thirty-two percent of the comments recommended either a straight out departure or some modification of the current departures, which could maintain the aircraft's track over industrial areas of New Jersey. Fifteen percent of the attendees did not approve of the workshop location. They believed that having the workshop on the North Shore of Staten Island would have been more productive.

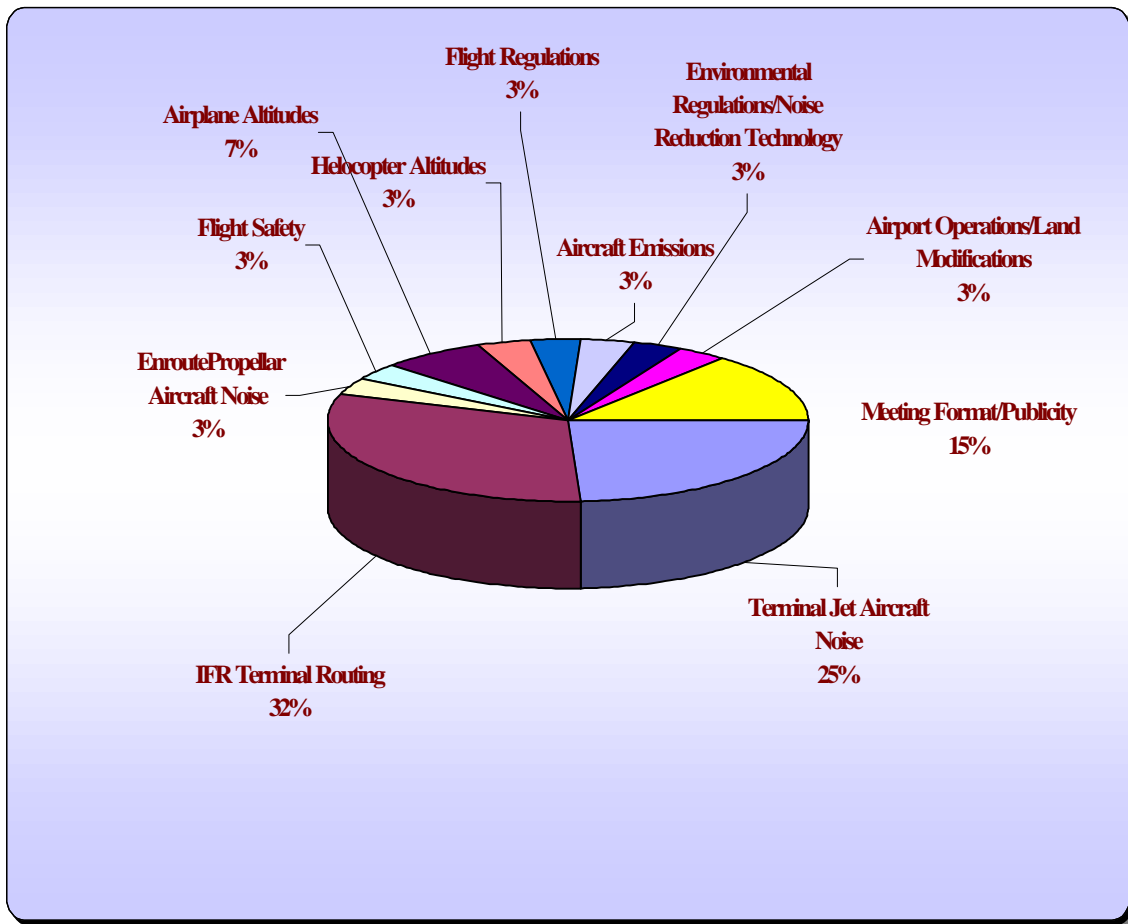


Figure 4.11-1 Summary of Comments for Staten Island, NY Workshop

4.12 Summary of Workshop held at Montclair, NJ on November 3rd, 1999.

The majority of attendees at the Montclair workshop expressed concerns over the low flying “corporate jet” traffic originating out of Teterboro airport. Recommendations included ocean routing, controlling the volume of traffic, and keeping the aircraft at higher altitudes. One recommendation suggested modification of the “stage 2” phase out plan which would include corporate jet aircraft as a means to reduce noise.

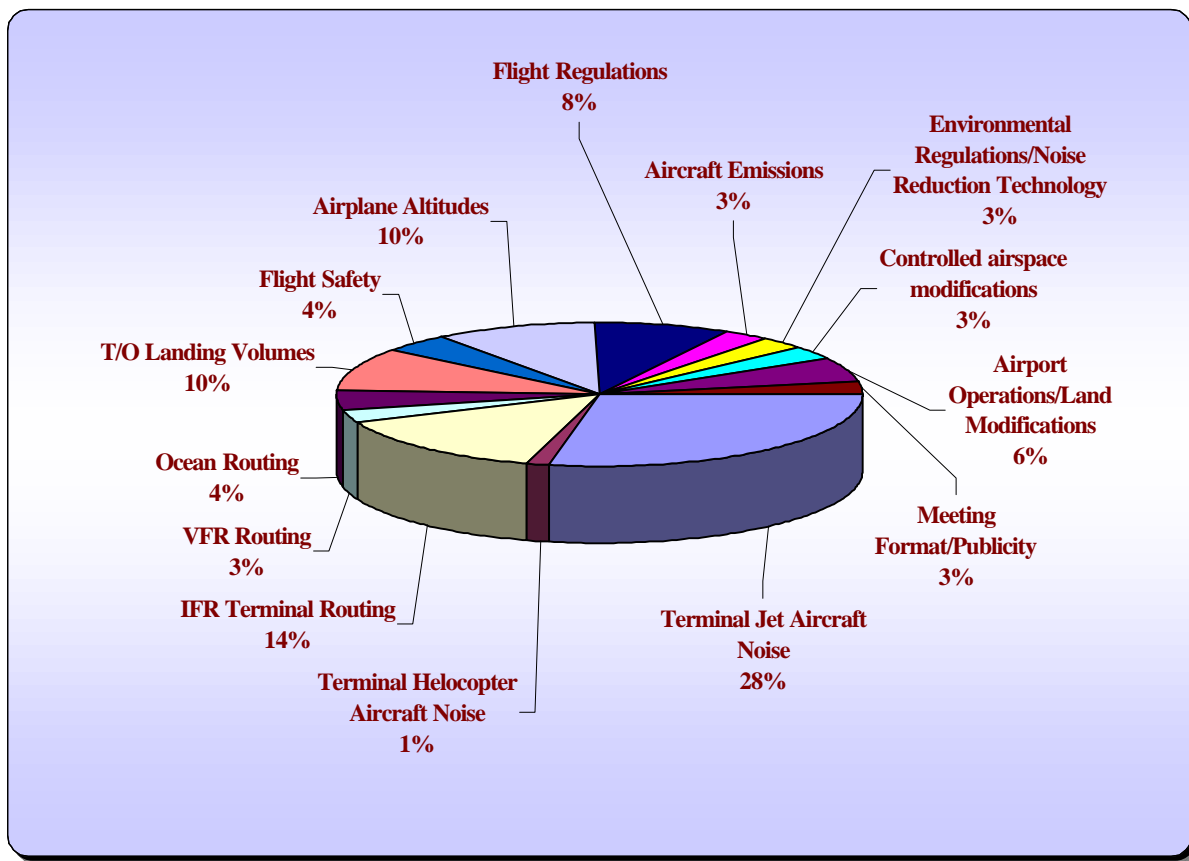


Figure 4.12-1 Summary of Comments for Monclair, NJ Workshop

4.13 Summary of Workshop held at Hasbrouck Heights, NJ on November 4th, 1999.

Public comment during the Hasbrouck Heights, NJ workshop was focused primarily on operations in and around Teterboro airport. Thirty-nine percent of the comments dealt with terminal noise pollution and restrictions to Teterboro airport. Types of restrictions suggested included:

- Limitations to hours of operation
- Limitations to the types of aircraft that can land or takeoff
- Limitations to the volume of aircraft operations
- Increased utilization of Stewart airport to relieve Teterboro operations

Aircraft altitudes along with flight safety concerns were commented on 21% of the time. There was repeated concern that aircraft using Teterboro were too big and were allowed to fly too low in the vicinity of the airport.

Nine percent of the comments addressed terminal routing around Teterboro and in particular the ILS 19 approach procedures. There were concerns that the approach does not allow an adequate altitude safety margin from surrounding buildings.

Nine percent of the comments were critical to the workshop format used by the FAA. The public would have preferred a formal public hearing vice the workshop format used during this workshop.

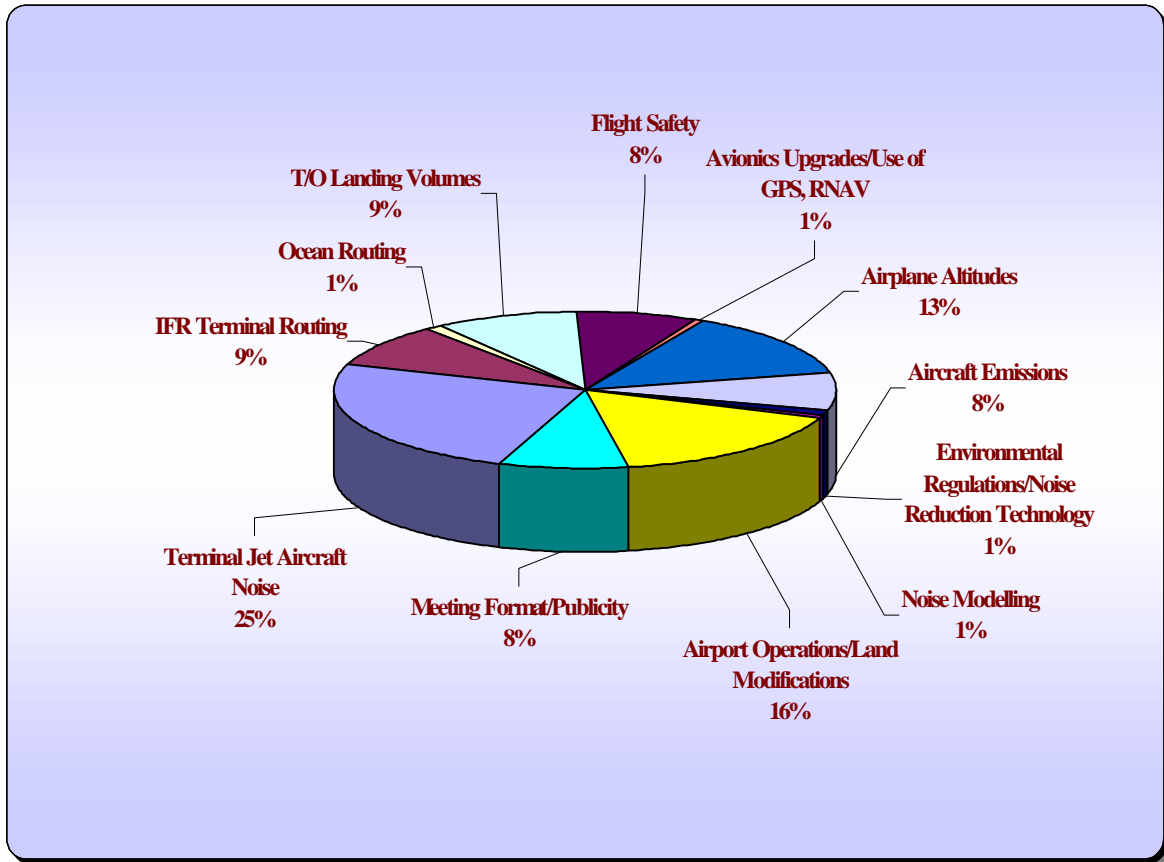


Figure 4.13-1 Summary of Comments for Hasbrouck Heights, NJ Workshop

4.14 Summary of Workshop held at Newark, NJ on November 9th , 1999.

Due to the limited quantity of comments at the Newark workshop a brief bulleted summary of comments/recommendations will follow:

- Newark Rwy 4 departures maintain heading until eight miles then turn westbound
- NJCAAN- utilize waterways/ocean routing and maintain higher altitudes

-Do not alter Newark Rwy 22 departure procedures

- **Newark International Airport Coalition**-Do not implement Ocean Routing and get Newark aircraft up to higher altitudes following departure
- Regulate the airline industry to ensure that aircraft maintain >75% passenger capacity in order to take-off

4.15 Summary of Workshop held at Elizabeth, NJ on November 10th, 1999.

Due to the extremely close proximity of Elizabeth, NJ to Newark airport, the majority of attendees committed on departure procedures and noise abatement issues. These comments were supplemented by congressional testimonies to the “Subcommittee on Aviation”. The congressional testimonies expressed concern and opposition to straight out departures off of RWY 22 at Newark. Nine percent of the comments recommended changes to airport operations usually requesting limitations on hours of operation or quantities of air traffic. Also entered into the record was an extensive comment submitted by the Union County Air Traffic Noise Advisory Board (UCATNAB-document reference # 000351) which recommended several detailed comments to the airspace redesign project. Environmental issues were concerned with environmental justice, engine quieting regulations, residential building compensation, and IMN noise modeling deficiencies.

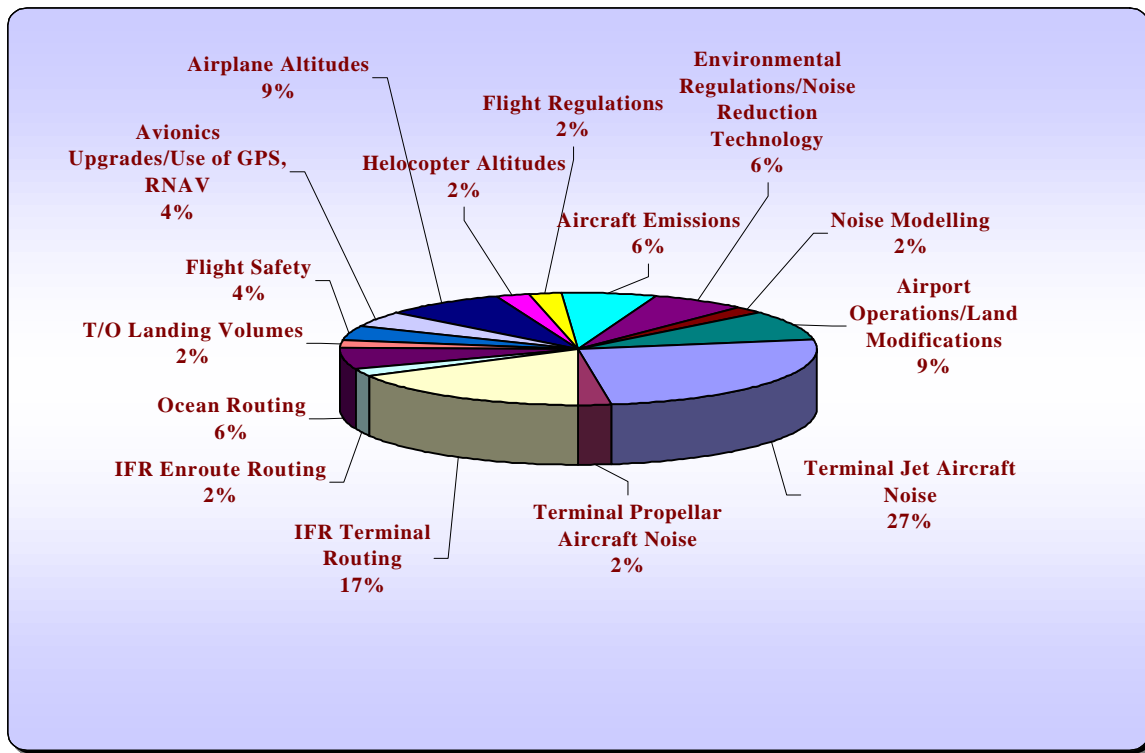


Figure 4.15-1 Summary of Comments for Elizabeth, NJ Workshop

4.16 Summary of Workshop held at Carteret, NJ on November 16th, 1999.

The majority of comments received during the Carteret workshop dealt with concern over the ocean routing concept. The attendees do not support ocean routing if it will mean an increase in air traffic over their town. There were also concerns over the noise and low altitude resulting from arrivals to Newark airport and their once one person who was concerned with safety associated with the low altitude operations in their area.

4.17 Summary of Workshop held at Edison, NJ on November 17th, 1999.

Due to the extremely close proximity of Edison, NJ to Newark airport, the majority of comments were concerned with departure and approach operations. Some of the recommendation included, Ocean routing, higher altitudes following departures, and setting restrictions on flight operations during specific nighttime hours. 11% of the comments were concerned with flight safety in the Edison area. Attendees stated that an increase of flight traffic would present added risk to the residents of this area. The use of single noise event measurements vice day/night levels was recommended, as was the requirement to implement an 80% reduction of aircraft noise by the Year 2000 per President Clinton's letter addressed to U.S. Transportation Secretary Pena dated May 9th, 1999.

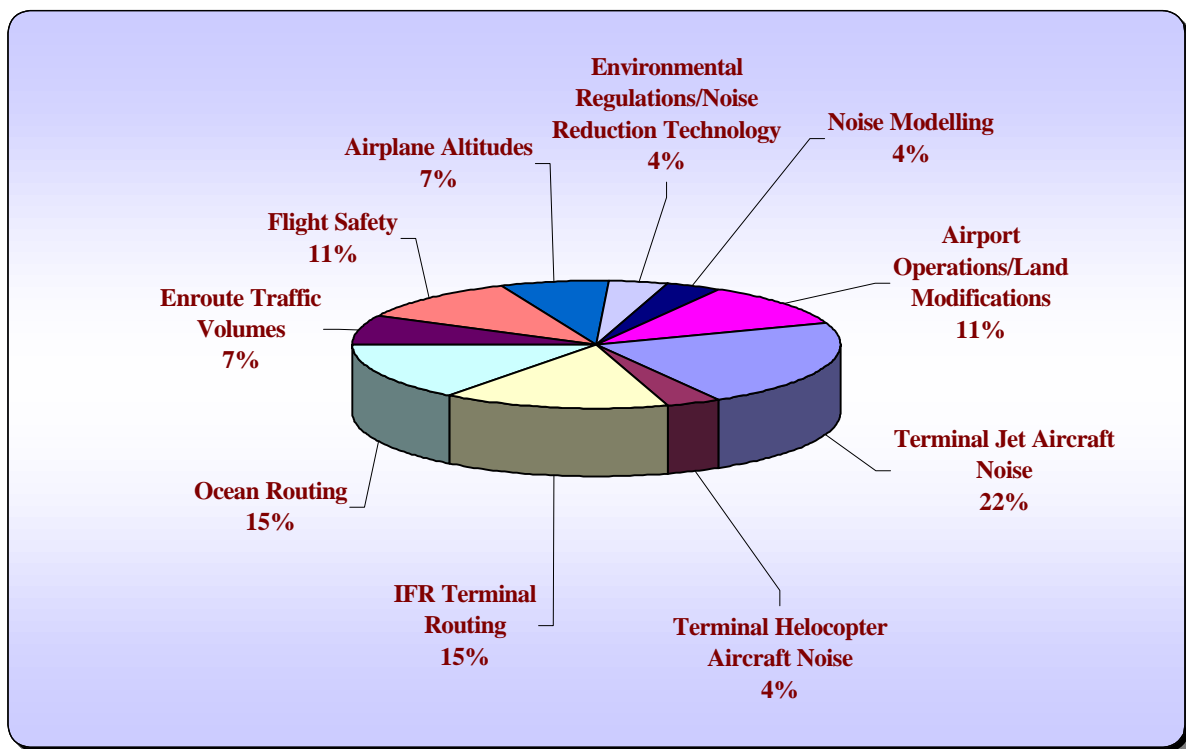


Figure 4.17-1 Summary of Comments for Edison, NJ Workshop

4.18 Summary of Workshop held at Springfield, NJ on November 18th, 1999.

Attendees at the Springfield workshop were primarily concerned with Newark RWY 22 departures. Sixty-seven percent of the comments from this workshop suggested using some version of ocean routing to alleviate both aircraft noise and volume. One specific comment reintroduced the “Harde Maneuver” which is designed to keep departing aircraft over industrial areas in order to limit aircraft noise to residential areas. Thirty-seven percent of the comments addressed flight safety with respect to loss of aircraft in a high-density residential area.

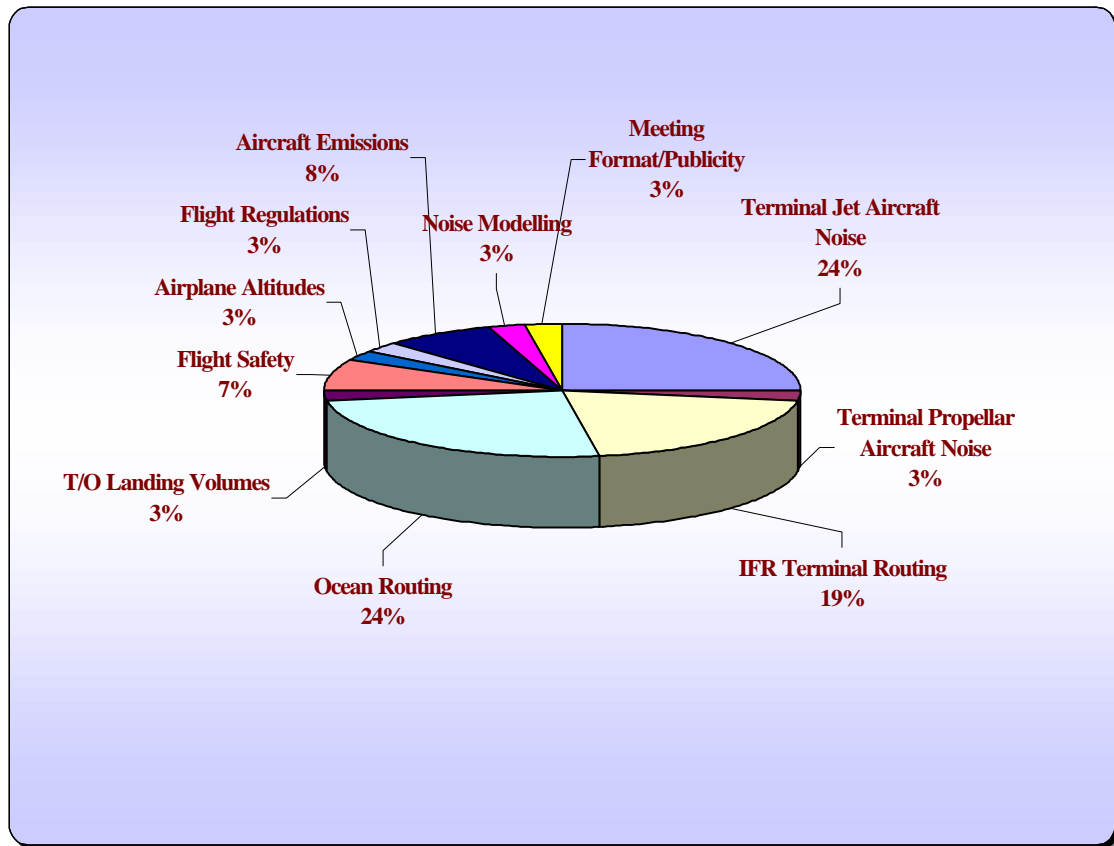


Figure 4.18-1 Summary of Comments for Springfield, NJ Workshop

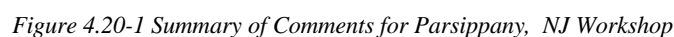
4.19 Summary of Workshop held at Bridgewater, NJ on December 1st, 1999.

Due to the limited number of comments received during the Bridgewater workshop the following comments are summarized below:

- Fanning out departures/arrivals, ocean routing, and limiting take-off/landing volumes

- #### 4.20 Summary of Workshop held at Parsippany, NJ on December 2nd, 1999.

The environmental comments covered the concept of noise reduction at the source and increasing noise abatement procedures at various airports in the local area. Comments were also directed at restricting the hours of operation of both Morris County and other local airports. There were also concerns that the amount of publicity used to announce the workshops was insufficient.



22

- Ocean routing
- Use of waterways and industrial areas
- Use of higher altitudes

4.22 Summary of Workshop held at Philadelphia, PA on December 8th, 1999.

The comments received at the Philadelphia workshop dealt with modifications to the Philadelphia controlled (class B) airspace. All comments recommended more arrival/departure fixes for the airport as well as expanding class B airspace to keep New York and Washington traffic clear of Philadelphia. One comment recommended the use of advanced navigational equipment as part of the solution to the redesign project.

4.23 Summary of Workshop held at Wilmington, DE on December 9th, 1999.

Sixty-one percent of the comments at the Wilmington workshop dealt with terminal aircraft noise out of Philadelphia and moving the terminal landing and departure routes out over the Delaware River. The second largest topic covered was a request by 12% of the attendees to move the next workshop over to the Brandywine Hundred Area and out of downtown Wilmington.

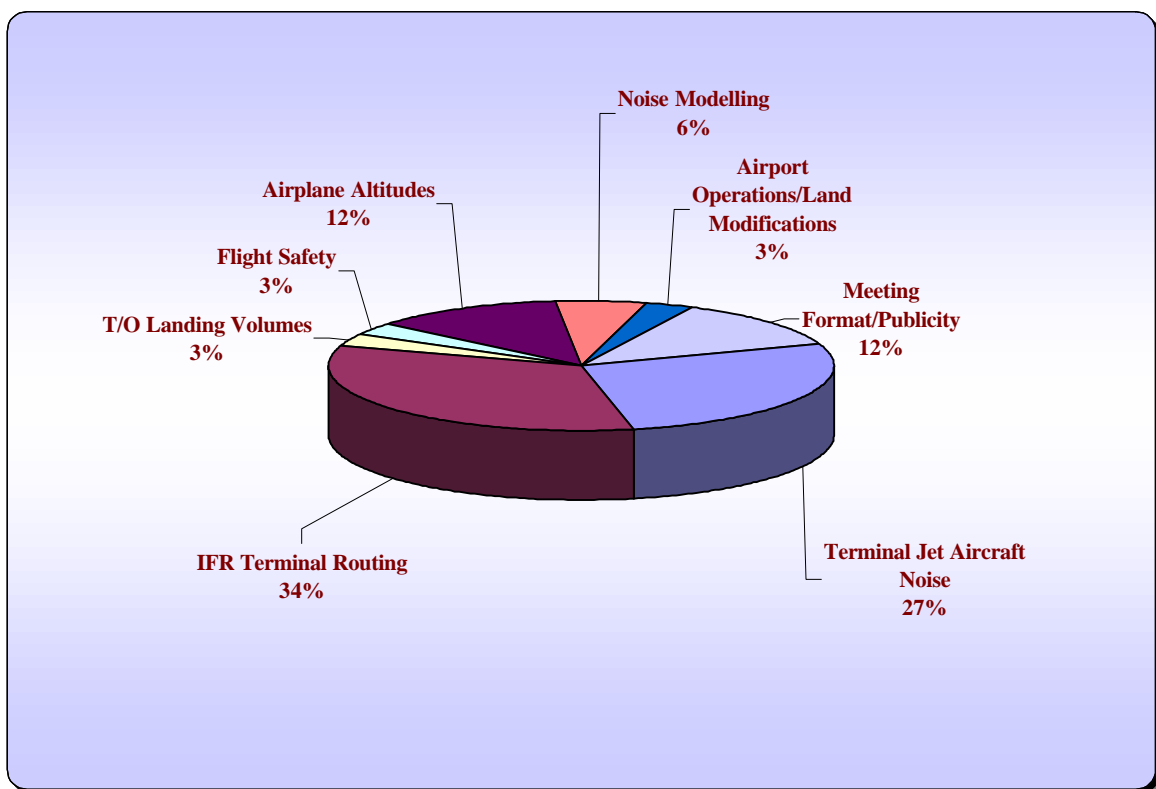


Figure 4.23-1 Summary of Comments for Wilmington, DE Workshop

4.24 Summary of Workshop held at Hazlet, NJ on December 14th, 1999.

Twenty-four percent of the attendees made direct comments concerning some form of ocean routing. Attendees both supported and opposed ocean routing and each comment has details explaining the reasoning. A lot of the mixed comments are based on the lack of a fully defined and mature conceptual ocean routing plan. Most of the attendees had individual ideas of what ocean routing means as reflected by their comments. Thirty-four percent of the comments addressed aircraft altitudes and jet aircraft noise. Nine percent of the comments addressed some level of restricted airport operations or the use of alternative airports.

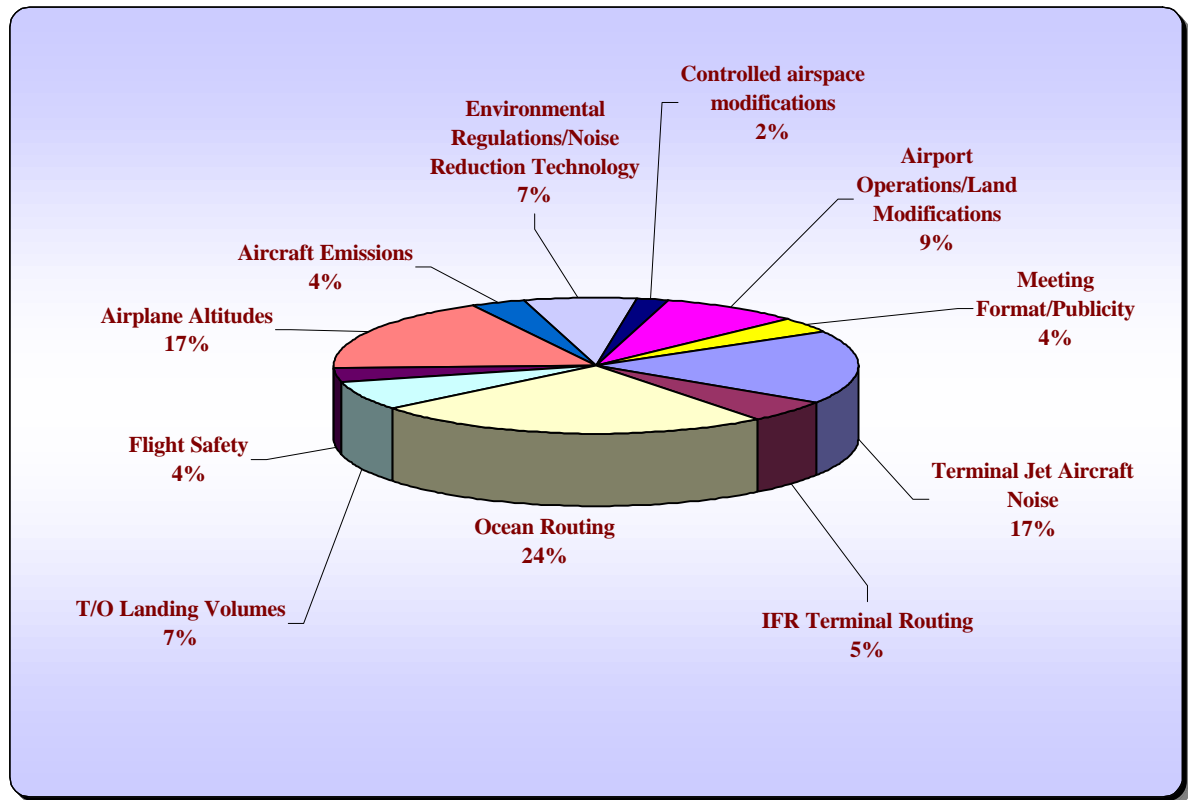


Figure 4.24-1 Summary of Comments for Hazlet, NJ Workshop

4.25 Summary of workshop held at Toms River, NJ on December 15th, 1999.

Due to the limited number of comments received during the Toms River workshop the following comments are summarized below:

- Local aircraft jet noise and altitudes are issues that should be addressed in the redesign

- Move traffic over the water, these comments did not fit the definition of ocean rerouting as defined by NJCAAN
- Do not test or implement the NJCAAN ocean routing concept.
- Attendee in favor of the workshop format
- Attendee did not approve of the advertising approach

4.26 Summary of Workshop held at Tinton Falls, NJ on December 16th, 1999.

Due to the limited number of comments received during the Tinton Falls workshop the following comments are summarized below:

- Reduce terminal jet aircraft noise
- Keep approaches to Newark over industrial areas
- In favor of Ocean Routing for JFK traffic while opposing Newark
- Flight safety should be number one priority to redesign
- Concern over Bald Eagle nesting site in the vicinity
- Develop Website to publish information about the redesign
- Don't change anything during the redesign

4.27 Summary of Workshop held at Manhattan, NY on January 11th, 2000.

Due to the limited number of comments received during the Manhattan workshop, a summarized list has been compiled as follows:

- Reduce terminal aircraft/helicopter noise
- Fan out aircraft traffic over Manhattan
- Keep the aircraft over the water as much as possible
- Concerns over flight safety and air pollution associated with the current traffic patterns
- Push for more aircraft quieting technologies for the future
- Improve publicity and keep community boards involved

4.28 Summary of Workshop held at White Plains, NY on January 12th, 2000.

A large portion of the comments received 18% were concerned with changing terminal traffic patterns associated with the Westchester County airport. Many of these comments were directed toward opposing a proposed Greenwich, CT plan to move terminal traffic over to Westchester County airspace.

There was also concern over the effects of air pollution to the Kensico Reservoir in the vicinity of the Westchester County airport.

Sixteen percent of the attendees input comments concerning the voluntary curfew at Westchester County airport and limiting both airport expansion and surrounding housing developments. Two attendees were interested in obtaining any records that would show which carrier is not following the voluntary curfew established by the airport.

Changes to various environmental regulations were suggested including:

- Tax compensation to aircraft manufacturers for development and implementation of noise quieting technologies
- Placing airport noise abatement under direct control of the FAA
- Requiring realtors to inform the public on airport noise issues
- Increasing noise standards

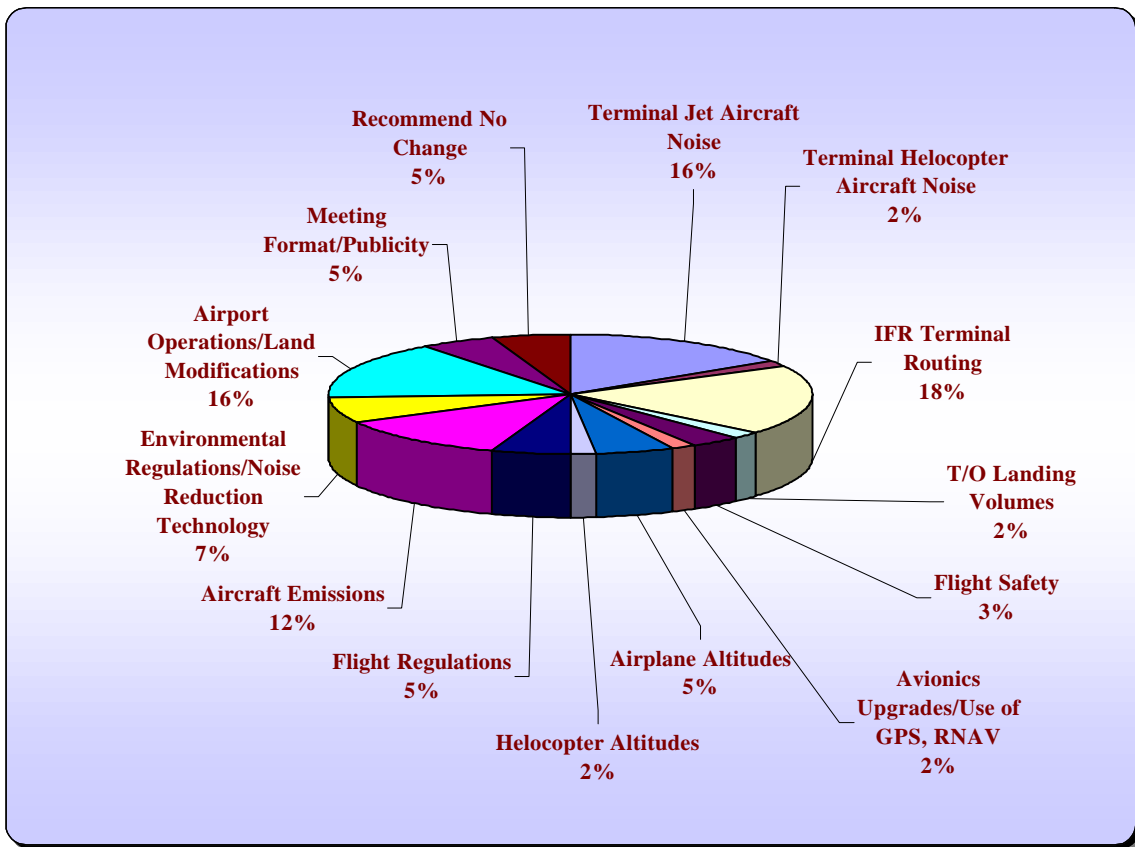


Figure 4.28-1 Summary of Comments for White Plains, NJ Workshop

4.29 Summary of Workshop held at Weehawken, NJ on January 13th, 2000.

Due to the limited number of comments received during the Weehawken workshop, a summarized list has been compiled as follows:

- Concerns/issues with terminal jet, propeller, and helicopter noise and what impacts the redesign will have on the quality of life
- Redesign take-off procedures for Newark
- Issues/recommendations to noise modeling for the project
- Send public notices out to Warren County residents

4.30 Summary of Workshop held at Bronx, NY on January 19th, 2000.

Due to the close proximity to La Guardia airport, the majority of comments were concerned with both terminal aircraft noise and low altitudes during take-off and departure. Attendees also made comments requesting changes in the departure and approach routing into the airport.

Air pollution and its effects on the public due to the aircraft traffic over the Bronx should be included with any airspace redesign effort or final plan.

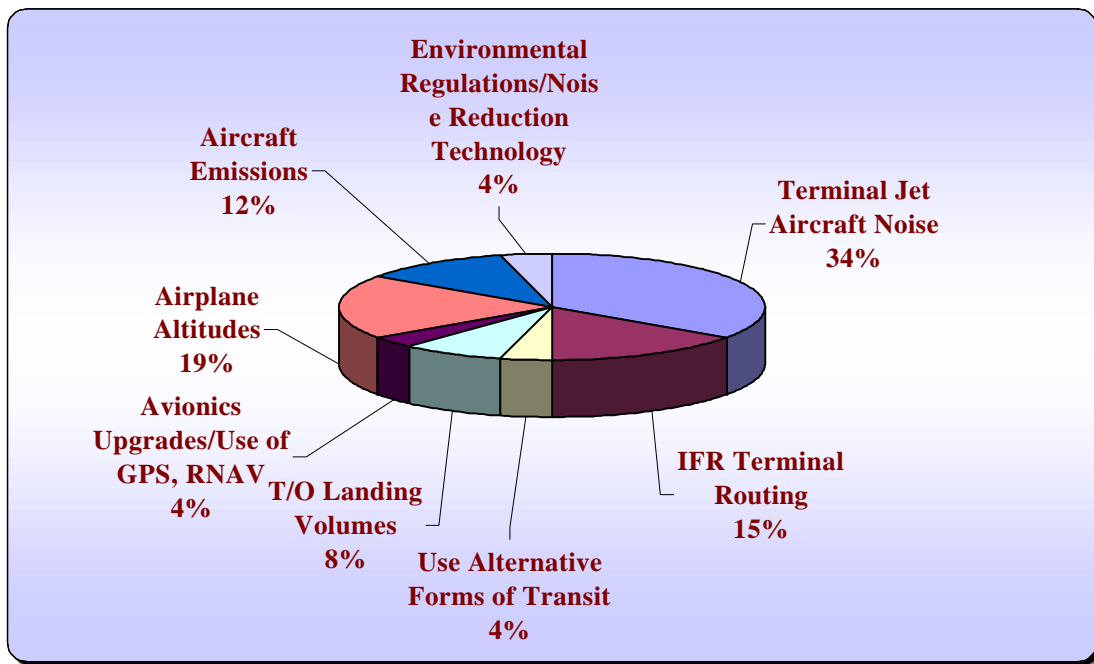


Figure 4.30-1 Summary of Comments for 2nd Bronx, NY Workshop

4.31 Summary of Workshop held at Jamaica, NY on February 3rd, 2000.

As Figure 4.31-1 graphically shows, the majority of comments and issues expressed concern with the impacts associated with terminal operations at JFK airport. The three primary concerns dealt with terminal jet aircraft noise, aircraft emissions and routing of aircraft over waterways or industrial areas.

Environmental comments included the following:

- Reestablish the EPA's Noise Abatement Office
- Reduce or regulate aircraft emissions
- Increase funding for engine noise quieting technologies
- Deploy noise monitors to evaluate noise pollution in the area
- Move toward Stage III requirements
- Approve the New York state "Bubble Bill" which would increase regulations on airport air pollution emissions

There was also a large portion of comments addressed at regulating airport operations mainly through setting of curfews.

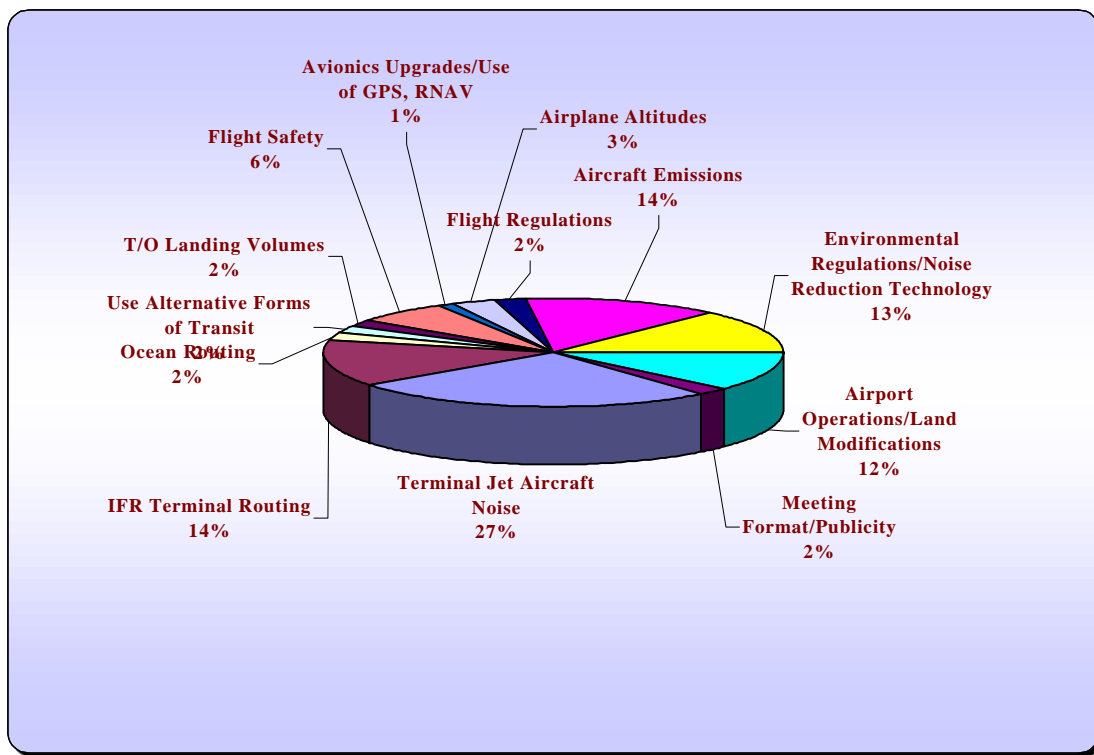


Figure 4.31-1 Summary of Comments for Jamaica, NY Workshop

4.32 Miscellaneous Workshop Comments

This section of the report details comments that were supplied for the record that were not associated with any particular public meeting. Comments were received via mail, fax, and e-mail and were entered into the administrative record in the miscellaneous comment section.

The miscellaneous comments concern the entire airspace redesign area and are not specific to any one particular airport operations area. Although a summarized graph is included, individual comments should be reviewed to fully understand the concerns/issues and recommendations.

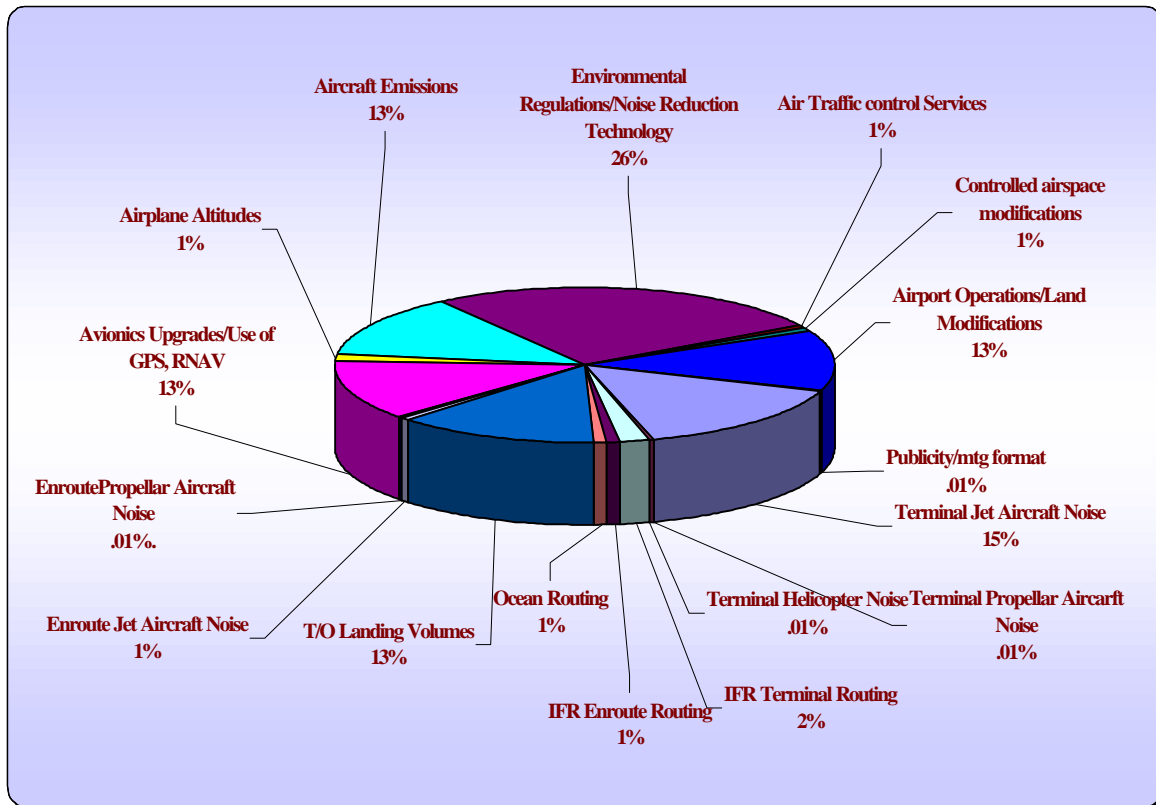


Figure 4.32-1 Summary of Miscellaneous Comments

Section M.3: Formal Scoping Materials

This section describes the formal scoping process that was undertaken during the course of the NY/NJ/PHL Airspace Redesign. The formal process went from January 22nd to June 29th, 2001. It consisted of 28 public meetings and 3 agency meetings throughout this time period.

Meetings were advertised on the project website, a toll free number, major and local newspaper advertisements, and radio and cable TV advertisements. Over 2000 newsletters were sent to individuals and agencies that had attended the pre-scoping meetings.

Each meeting lasted for two hours, and individuals present were encouraged to provide comments either verbally or on comment cards. Meetings were composed of an introductory presentation, an open forum, and a group question and answer period. Representatives from the FAA and the consultants were present at all meetings. A court reporter was on hand to record all verbal comments.

A summary of community comments is included in the report, as well as a breakdown of comments by general category.

Following is a list of Scoping Meeting locations and dates:

- Danbury, CT 7-Feb
- Kingston, NY 8-Feb
- White Plains, NY 12-Feb
- Stamford, CT 13-Feb
- New Rochelle, NY 14-Feb
- Newark, NJ 6-Mar
- Carteret, NJ 7-Mar
- Edison, NJ 8-Mar
- Clifton, NJ 12-Mar
- Hasbrouck Hts, NJ 13-Mar
- Park Slope, Brooklyn, NY 14-Mar
- Springfield, NJ 20-Mar
- Somerville, NJ 21-Mar
- Parsippany, NJ 26-Mar
- Jersey City, NJ 27-Mar
- Tottenville/Staten Isl., NY 28-Mar
- Uniondale, NY 3-Apr
- Lawrence, NY 4-Apr
- Elmhurst/Queens, NY 5-Apr
- NW Staten Isl., NY 24-Apr
- Manhattan, NY 25-Apr
- Bronx, NY 26-Apr
- Glen Mills, PA 14-May
- Toms River, NJ 15-May

- Tinton Falls, NJ 16-May
- Talleyville, DE 22-May
- Philadelphia, PA 23-May
- Trenton, NJ 24-May



***New York/New
Jersey/Philadelphia
Metropolitan Area Airspace
Redesign Project***

SCOPING REPORT
Environmental Impact Statement
March 2002

Federal Aviation Administration
Eastern Region



TABLE OF CONTENTS

1.0	SUMMARY OF SCOPING AND SCOPING COMMENTS	1
1.1	BACKGROUND.....	1
1.2	SCOPING MEETING LOCATIONS AND PARTICIPATION	2
1.3	SCOPING COMMENTS.....	4
1.4	PUBLIC COMMENTS BY GENERAL CATEGORY.....	4
1.5	Public OFFICIALS COMMENTS BY GENERAL CATEGORY	20
1.6	FEDERAL, STATE, AND LOCAL AGENCY SCOPING MEETINGS COMMENTS	28

LIST OF FIGURES

FIGURE 1.0: PUBLIC COMMENT SUMMARY	5
FIGURE 2.0: PUBLIC OFFICIALS SUMMARY	20

LIST OF TABLES

TABLE 1.0: SCOPING MEETING SUMMARY.....	3
TABLE 2.0: AGENCY SCOPING COMMENTS	28

APPENDIX A.....	31
APPENDIX A (CONT.)	32

1.0 SUMMARY OF SCOPING AND SCOPING COMMENTS

In accordance with the National Environmental Policy Act (NEPA) and regulations set forth by the Council on Environmental Quality (CEQ), the Federal Aviation Administration (FAA) implemented a scoping process that encourages and facilitates public involvement early in the airspace redesign process. Individuals and agencies were invited to express their views and concerns in regard to proposed airspace redesign by either submitting written comments to the FAA or by participating in scoping meetings that were held in various locations throughout the study area.

The objectives of the scoping process and associated public meetings are:

- To provide a description of the proposed action to interested parties and participants of the Environmental Impact Statement (EIS) process;
- To provide an early and open process to determine the scope of issues to be addressed in the EIS;
- To identify potentially significant issues or impacts related to the proposed action that should be analyzed in the EIS;
- To identify any coordination efforts associated with the proposed action that are outside Federal requirements; and
- To identify and eliminate from detailed study those issues that are not deemed significant to the study.

All comments collected during the scoping process will be documented and studied during the development of the Draft EIS document that will be publicly available for comment.

The formal scoping period for the Airspace Redesign Project was January 22 through June 29, 2001. The scoping process consisted of 28 public meetings and three agency meetings held in various locations throughout the five-state study area. The following sections will discuss the background, meeting locations, meeting logistics and comments received during the scoping process.

1.1 BACKGROUND

On January 22, 2001, the FAA Eastern Region published a Notice of Intent (NOI) to prepare an Environmental Impact Statement (EIS) in the Federal Register. The NOI stated that the EIS would assess the potential environmental impacts resulting from the proposed modifications to air traffic routings in the metropolitan New York/New Jersey and Philadelphia area. This area includes Newark International Airport, John F. Kennedy (JFK) International Airport, LaGuardia Airport, and Philadelphia International Airport, as well as several regional and general aviation-use airports. The NOI provided readers a standard mail and electronic mail address to submit scoping comments. The

NOI also included an announcement of the FAA's intentions to conduct public scoping meetings; a web site address and toll free number was provided to obtain schedule, meeting locations, and other pertinent scoping information. The NOI was published on January 18, 2001, in the following newspapers: *New York Daily News*, *Newsday*, *The Advocate* (CT), *The Journal News* (NY), *Newark Star Ledger*, *Philadelphia Daily News*, *El Diario* (Spanish) and *The Village Voice* (NY).

In addition, the NOI announced that three meetings would be held for Federal, state and local agencies in Manhattan, NY, Philadelphia, PA and Trenton, NJ. The Federal, state and local agencies with offices or regulatory interests [faa1]in the study area were sent letters identifying the agency meeting locations and times and requesting comments for the scoping process.

1.2 SCOPING MEETING LOCATIONS AND PARTICIPATION

Twenty-eight public scoping meetings were held throughout the Airspace Redesign Project's five-state study area. In addition to the website and the toll free number, a newsletter that listed the meeting dates and locations was sent to approximately 2000 individuals, including agencies and public officials, and names of people who had attended pre-scoping meetings in 1999-2000. Each meeting was also publicized in a variety of advertisement media including major and local newspapers, radio, and cable TV. The dates and locations of the scoping meetings are listed in **Table 1.0**, as well as the numbers of comments received.

Each scoping meeting began at 7:00 pm and ended at 9:00 pm. Attendees were encouraged to register at a registration table set up at the entrance to the meeting rooms. Following the registration, at 7:15 pm, the FAA Airspace Redesign Project Manager provided an introduction and slide show presentation of the Airspace Redesign Project. At 7:30 pm, the meeting attendees were directed to an open forum display room, which contained Airspace Redesign, environmental, and computer modeling displays and stations. FAA representatives were available in the display room to discuss the specific concerns or questions of attendees one-on-one. At 8:30 pm, the attendees returned to the presentation room for a group question and answer session. A four-person panel facilitated the question and answer session. The panel included an FAA airspace redesign professional; an FAA environmental professional; a noise modeling engineer; and a NEPA/environmental impact process professional.

Throughout the duration of the scoping meetings, a court recorder was available to record individual comments and an area was set up to allow the public to write down comments.

Appendix A contains maps that depict the general residential locations of participants who attended scoping meetings.

Table 1.0: Scoping Meeting Summary

	Location	Date	Number of Attendees	Number of Oral Comments	Number of Written Comments
1	Danbury, CT	7-Feb	7	0	2
2	Kingston, NY	8-Feb	33	1	4
3	White Plains, NY	12-Feb	20	4	3
4	Stamford, CT	13-Feb	17	8	1
5	New Rochelle, NY	14-Feb	1	0	0
6	Newark, NJ	6-Mar	7	0	1
7	Carteret, NJ	7-Mar	11	1	1
8	Edison, NJ	8-Mar	13	3	4
9	Clifton, NJ	12-Mar	4	0	3
10	Hasbrouck Hts, NJ	13-Mar	53	5	11
11	Park Slope, Brooklyn, NY	14-Mar	18	3	2
12	Springfield, NJ	20-Mar	59	12	14
13	Somerville, NJ	21-Mar	18	3	3
14	Parsippany, NJ	26-Mar	105	9	31
15	Jersey City, NJ	27-Mar	4	0	0
16	Tottenville/Staten Isl., NY	28-Mar	7	0	0
17	Uniondale, NY	3-Apr	20	4	1
18	Lawrence, NY	4-Apr	90	13	17
19	Elmhurst/Queens, NY	5-Apr	33	5	1
20	NW Staten Isl., NY	24-Apr	25	2	4
21	Manhattan, NY	25-Apr	14	5	2
22	Bronx, NY	26-Apr	3	0	0
23	Glen Mills, PA	14-May	38	9	8
24	Toms River, NJ	15-May	19	3	5
25	Tinton Falls, NJ	16-May	63	8	27
26	Talleyville, DE	22-May	248	27	72
27	Philadelphia, PA	23-May	8	2	2
28	Trenton, NJ	24-May	93	11	30
	TOTAL		1031	138	249

1.3 SCOPING COMMENTS

Agencies, public officials and the public were asked to send in comments via postal mail or electronic mail or to provide comments during scoping meetings during the time period of January 22, 2001 through June 29, 2001. At the scoping meetings, a total of 387 comments, 138 oral and 249 written, were received. Other comments were mailed separately. Comments were received from the public, from public officials and from Federal, state and local agencies.

Each comment received was entered into the FAA project database. Once entered into the database, each comment was reviewed and assigned one or more specific general category keywords. It is important to understand that some comments could contain several issues and therefore be assigned several keywords, while others might only address one issue and thus be assigned one keyword. Individual keywords were developed based on comments received from the public during the scoping process. This categorization process provided a means to group similar issues together based on comment content. An environmental team then queried each keyword in the database, reviewed and analyzed each comment received and summarized their findings in the sections that follow. All comments received will guide the FAA in its development of the analyses to be conducted in the EIS.

1.4 PUBLIC COMMENTS BY GENERAL CATEGORY

There were 901 comments received from the public. As can be seen from **Table 1.0**, 387 of those comments were received during the scoping meetings. The others were received via mail or e-mail. **Figure 1.0** shows the breakdown of the specific issues that resulted from the comments received. As stated above, each comment could contain several issues and would be broken down based on each keyword assigned.

For each keyword that follows, after the issues are summarized, a paragraph entitled “EIS Analysis” provides an indication of how the FAA will be considering the concerns in the EIS analyses.

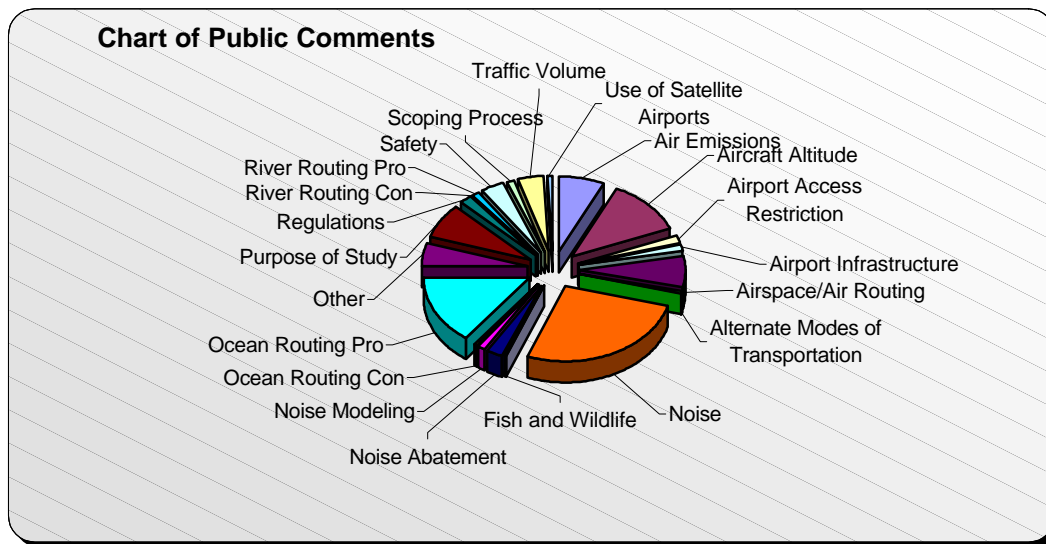


Figure 1.0: Public Comment Summary

Aircraft Altitude

About one third of all comments received during the scoping process concerned aircraft altitudes in the study area. The majority of these comments recommended moving aircraft to higher altitudes both in the arrival and departure phases of flight.

This concern was not only limited to residents living close to airports; it was also shared by residents as far away as 30-40 miles west of Newark airport in New Jersey, as well as residents in the Catskills mountains area, approximately 60-70 miles north of New York City. For example, the following organizations expressed a concern about the altitudes of air traffic in the Ulster County, New York, area: Ulsterites Fight Overflight, Inc., Palisades Interstate Park Commission and the Catskill Center for Conservation and Development.

A large number of comments from residents of northern New Jersey recommended raising the altitudes of all metro traffic to reduce the layering of aircraft. Some residents requested a return to the pre-Expanded East Coast Plan routings and altitudes. New York residents in and around Brooklyn and the LaGuardia/JFK airport areas also expressed concern over the aircraft altitudes currently being used.

Some residents expressed a concern that aircraft approaching Teterboro Airport's Runway 19 are too low while flying over Hackensack Hospital; other Teterboro area residents would like the FAA to try to keep Newark traffic at a higher altitude longer so that Teterboro departures can climb out over the East Rutherford area.

Some residents also observed^[faa2] that smaller local airport traffic is held ^[faa3]at a specific altitude to make room for the metro traffic flow, which residents believe adds to low altitude-induced noise impact.

A large number of comments were received during meetings held in the vicinity of Philadelphia International Airport. Residents living west of that airport would like to see aircraft arriving to Runway 9 restricted to higher altitudes than those currently flown and would also like to see aircraft fly a steeper glide slope on approach to Runway 9.

The main point expressed by the public in all of the meetings is to keep arriving planes at higher altitudes longer and get departing planes to higher altitudes faster. This issue is considered noteworthy due to the widespread regional nature of the input by the public during the scoping process.

EIS Analysis: As a part of the alternatives development, the airspace redesign team will consider ways to raise aircraft altitudes for both arrivals and departures throughout the study area. These considerations will be included in the Alternatives and Environmental Consequences chapters of the EIS.

Air Emissions

Many of the scoping comments listed air emissions from aircraft as a concern that should be addressed during the Airspace Redesign Project and EIS development. The majority of the comments concerning air emissions were generated from the following areas: northern New Jersey (including areas west of Newark airport and along the northern New Jersey shoreline), areas surrounding JFK airport in New York and areas surrounding both Wilmington (DE) and Philadelphia airports.

The health effects on humans resulting from exposure to aircraft emissions were the primary concerns addressed throughout the study area; asthma and cancer were listed as the major health concerns that the public would like to see analyzed in greater detail. A secondary concern dealt with dirt films and residue deposits on external house furniture and siding that residents associate with aircraft emissions. These concerns were reported mostly from residents living close to major airports in the study area. Some of the mitigating suggestions included limits on the volume of air traffic, pushing for tighter regulations of aircraft engine emission restrictions and redirecting air traffic over less populated areas.

EIS Analysis: It is neither within the FAA's regulatory authority nor expertise to carry out a health-effects type study of air quality in the study area for this EIS. However, the required air quality analysis will be done.

Airport Access Restrictions

The majority of comments in this general category propose the implementation of nighttime curfews for the major airports in the study area. Most correspondence focused on Teterboro airport with respect to limiting both numbers and types of aircraft

(i.e., all large commercial, cargo, or corporate jet operations. There were requests for restrictions on Stage 2 aircraft that have been fitted with “Hush-Kits.”

One person expressed that if hubbing is required, hubs should be in areas that are free of congestion and not in the midst of the most densely congested airspace in the world.

EIS Analysis: The EIS will describe the purpose and need for the Airspace Redesign Project. It will also provide a discussion of the alternatives to be examined in detail in the study as well as those eliminated from further study.

Airport Infrastructure

Expansion of airports was the main concern within the “airport infrastructure” keyword category. The majority of the comments were from Pennington and Ewing, NJ and Newton and Yardley, PA. The comments were against the expansion of the Trenton-Mercer Airport. Commentors were concerned about the increase in noise and air pollution that may occur if commercial air traffic increases at this airport. Other airports that commentors do not want expanded are: Solberg Airport, NJ, Teterboro Airport, NJ, and Philadelphia International Airport, PA.

Some commentors suggested the building of additional runways at existing airports. In particular, it was suggested that adding an additional north-south runway at the Philadelphia International Airport would help alleviate some of the noise pollution for the residents of the Brandywine area west of the airport.

EIS Analysis: Generally, airport infrastructure issues are the prerogative of the airport operators. However, any projected changes will be discussed in the Environmental Consequences chapter of the EIS.

Airspace/Air Routing:

Several suggestions regarding airspace or air routings are included in this section. Some were made by pilots, while other were observations made by members of the public regarding overflights of certain communities.

A summary of some pilots’ comments follows:

- Private pilots requested more direct routings, especially in the New York area. Some existing routes takes pilots over long routes that add significantly to their flying time and expenses. Depending on winds, some of these longer routes may make it necessary to stop en route for additional fuel. Some private pilots found long over water portions of routes undesirable.

- Typical route clearances should be published and available to Flight Service Stations and all air traffic control facilities so they could be issued as “canned” clearances.
- Route characteristics should be specified--altitude, airspeed, aircraft type, climb/descent profile.
- Air traffic control communications should be minimized by eliminating multi-step climbs and descents, avoiding multiple handoffs (traffic through several approach and departure controls), and limiting in-flight amendments.
- Current routings should be revised to keep aircraft higher and descend them faster.
- One glider pilot requested that the FAA provide consideration for glider pilots in the area of Wurtsboro Airport, NY. He suggested that a modest routing change could improve conditions for a number of gliders in the area.
- Aircraft arrivals and departures at Newark International Airport should use waterways, industrial, and vacant lands where possible rather than departing over heavily populated residential areas at low altitude. Eliminating the need to cross Newark arrival paths would also be beneficial.

The following suggestions were made regarding general aviation. The general sentiment of these comments was to make sure general aviation is properly recognized in the study area and to factor general aviation into the redesign.

- Recommend higher altitude climbouts for general aviation airports. For example, a current problem for Allaire airport (BLM) is that westbound jet traffic is held low for 50 to 100 miles before climb-to-cruise is permitted, which wastes fuel. Any Instrument Flight Rule (IFR) traffic from BLM north or northeast bound receives routings, which route the traffic far west of the metro area.
- Provide reasonable corridors through the airspace for Visual Flight Rule (VFR) traffic. For instance, the Hudson River corridor is excellent, but narrow and low considering the amount of traffic that has to use it. More corridors are needed to serve the general aviation VFR community.
- Cross from the New Jersey shore to Long Island with reasonable, safe altitudes.
- Develop a better north-south VFR corridor under or through (6000-10,000 feet) the class B airspace with a minimum 1500-foot ceiling over New York Bay.
- Recommend that New York Center should be the single controlling air traffic agency of all of the airspace in the New York metropolitan area.
- Recommend no expansion of the current Class B airspace.

The following suggestions were made regarding several of the concepts proposed during scoping (ocean routing concept; four-cornerpost concept; etc.):

- Implement tracks over geography where there is little residential development and little probability of complaint, using ocean routing or any other geography that has little residential development.

- Develop maps to show population densities and areas of complaint. Attempts should be made to use areas such as ocean routings, bays, rivers, railroad rights-of-way and major highways, and other buffers such as industrial development and natural vegetative barriers.
- Use modern new aircraft and new technology procedures with the four-cornerpost concept, to “keep them hot and keep them high.” Bring approaching aircraft high into limited places at the top of the box and require steep descent paths, gradually using the arteries identified by the process. Likewise, departures should use maximum performance climbs along similar corridors.
- If the four-cornerpost concept is selected, use it with steep corridors for commercial traffic and identify other areas and paths for other aircraft to transit the area.
- Airports and airlines should eliminate climb and power reductions required for noise abatement.

The following suggestions were made regarding northern New Jersey traffic flows:

- Some citizens residing in northern New Jersey suggested either moving aircraft completely out of this area of the state or moving as much flow as possible over industrial, water or less populated areas. The majority of these commentors live within 25 miles of Newark International Airport in northern New Jersey.
- Specific areas mentioned for rerouting included: the meadowlands area, industrial areas along the Hudson River and over the Hudson River. While the majority of the comments concerned jet aircraft, there was some concern regarding helicopters.
- Some people also recommended dispersion as a possible solution or rerouting of aircraft based on time of day.
- In addition, one person recommended using the Solberg Mitigation Proposal as defined in the Expanded East Coast Plan EIS. (The Solberg Mitigation proposal was implemented in the 1990’s as a result of the Expanded East Coast Plan EIS.)

The following suggestions were made regarding airport-specific terminal area traffic flows (i.e., the area within about a five to ten mile radius of each airport):

- Rerouting of traffic flows in the vicinity of specific airports was identified as a major issue during the public scoping process. One of the airports identified was Philadelphia International Airport. The majority of comments received came from participants who lived 20 miles or less from the Philadelphia airport area, primarily west of the airport. Specific recommendations from that Philadelphia area included:
 - Varying the approach paths based on specific days of the week.
 - Moving the approach paths over less densely populated areas.
 - Moving approach paths away from the Brandywine area and the northern Wilmington areas in Delaware.
 - Using more approach fixes into the airport.
 - Using dispersion techniques.

- A large number of residents living close to JFK International Airport, NY, made the following comment, which is also included in the Noise Abatement section. Residents of the South Ozone Park area believe they would benefit if the FAA would direct all aircraft using the Canarsie Approach to JFK to remain south of the strobe lead-in lights along North Conduit Avenue. They assume this would help reduce the noise problem for those residents who believe that planes stray north over Aqueduct Racetrack and fly over their residential community. By keeping south of the lights, the aircraft would approach JFK over vacant land and the noise would not impact residential areas.

General recommendations for other area airports (Westchester County Airport in White Plains, NY, Trenton Mercer Airport, NJ, Teterboro, NJ, and Morristown, NJ) included:

- Moving routes over industrial areas.
- Moving routes over the I-95 corridor or other highways.
- Dispersing traffic--either takeoffs or landings.
- Moving traffic away from the HAARP intersection in the vicinity of Westchester County Airport, NY.
- Rerouting Instrument Landing System (ILS) 19 approach path into Teterboro.

EIS Analysis: Piloting concerns will be considered by the airspace redesign team as they develop the airspace alternatives. These issues will be discussed in the Alternatives chapter of the EIS. Air traffic influences on noise-sensitive sites also will be considered in the airspace team's development of alternatives as well as in the modeling of aircraft for noise impact analysis. The results of the analyses will be discussed in both the Alternatives chapter and in the Environmental Consequences chapter of the EIS.

Alternate Modes of Transportation

Some commentors recommended the use of high-speed rail. Others stated the opinion that any airspace design done in isolation of other forms of transportation would be simplistic and inaccurate at best. Also high-speed rail transportation was suggested from New York City to JFK as a way to cut down on the flights in and out of LaGuardia.

EIS Analysis: Alternate modes of transportation will be discussed in the Alternatives chapter of the EIS.

Fish and Wildlife

Three comments were received on fish and wildlife. They are as follows:

- Somerset, NJ: concern that the migratory flight path of the Canada geese is not affected by noise, air pollution or by fuel being dispensed improperly due to an emergency.
- Florham Park, NJ: concern that the Morristown Airport may be cutting down trees as well as destroying birds, deer and other living things.
- Wilmington, DE: concern that noise pollution from low flying planes may negatively impact over 100 species of birds as well as other animals that migrate or live in the Brandywine Creek State Park.

EIS Analysis: The concern regarding tree cutting is outside the scope of this project, and would normally be handled by the local airport management. Regarding the Airspace Redesign Project, the FAA will be consulting with the U.S. Fish and Wildlife Service, along with state agencies, regarding potential fish and wildlife impacts from the project. The results of this consultation will be described in the Environmental Consequences chapter of the EIS.

Noise Abatement/Terminal Routing

Suggestions under this topic can be grouped into 2 primary groups: (1) terminal area (within 5-10 mile radius of control tower) air traffic procedures or routing restrictions; and (2) noise abatement measures such as land acquisition, sound proofing, or engine-quieting technologies.

Several commentors recommended dispersion of terminal traffic, both arrivals and departures, as goals that the airspace project designers should address. There was a recommendation that FAA use population density maps to aid in the development of new routing structures. Recommendations for traffic departing out of the LaGuardia and Philadelphia areas included eliminating the limitations on full throttle takeoffs in order to reach higher altitudes in shorter distances.

The following is a brief summary of suggestions made by the public for changes to noise abatement terminal flight procedures at specific airports or unique noise-sensitive areas:

Morristown Airport: Investigate implementing Runway 23 noise abatement procedures that have been under consideration by the Morristown Airport Operations Manager, and supported by Quieter Environment Through Sound Thinking (QUEST), a non-profit organization made up of local citizens surrounding the airport. This procedure would route aircraft departing off Runway 23 over less populated areas south of the airport.

Newark International Airport: A recommendation was made that Newark Runway 4 departures should take an immediate right turn and proceed down the Hudson River, over the Verrazano Bridge and then continue with the proposed ocean routing concept.

JFK International Airport:

- The Inwood Civic Association recommended turning Runway 13 traffic at JFK to an immediate 180 heading.
- South Ozone Park recommended that on the approaches to JFK Runways 13L/R, the FAA should ensure that aircraft remain south of the Shore Parkway and strobe lead-in lights to avoid drifting over the Aqueduct Raceway and residential areas.

Philadelphia International Airport: A suggestion was made to modify current noise abatement takeoff procedures to restrict departing aircraft from turning on course off of the Delaware River. It also recommended requiring an altitude higher than 3,000 feet before turning on course.

Noise-Sensitive Areas: Finally, several unique noise-sensitive areas were identified by the public during scoping. The public comments recommend either minimizing or reducing air traffic over these areas. The following is the list that was identified as of particular interest to the public:

- Fire Island National Seashore, NY
- Great Swamp National Wildlife Refuge, NJ
- Morristown National Historic Park, NJ
- Jockey Hollow National Park, Morris County, NJ
- Catskill Park, including movement of the TALCO intersection to the east over the Hudson River, NY
- Fairmount Historic District, Pottersville, NJ
- Minnewaska State Park Preserve and other protected areas of the Shawangunk Ridge, spanning Ulster, Orange, and Sullivan Counties of New York State.
- Historic districts in the towns of Ardencroft, DE and Lower Makefield, PA-- both districts listed on the National Register of Historic Places.

Regarding noise abatement measures such as land acquisition, sound proofing, or engine-quieting technologies, in general, several commentors recommended charging special fees to airline passengers, in the form of passenger facility fees, and the airlines to produce revenue that can be directly used on noise abatement solutions. Further recommendations included using more FAA-administered Airport Improvement Program (AIP) and Port Authority of New York and New Jersey funds towards noise abatement, including home sound proofing and land acquisitions. Lastly, interest was also expressed in development of new technologies to reduce noise levels at the source (i.e., engine-noise reductions).

EIS Analysis: The FAA will evaluate the appropriateness of modifications to air traffic operations in the terminal environment as well as to existing noise abatement procedures at specific airports. These issues will be discussed in the Alternatives and Environmental Consequences chapters of the EIS.

Noise Modeling

Noise modeling comments centered on the FAA-approved noise metric that is used to describe aviation related noise impacts. The FAA uses the cumulative metric of day-night average sound level (DNL or L_{dn}) as the standard metric in evaluating aviation noise impacts. Several comments suggested including additional single event metrics such as: maximum sound level (L_{max}); sound exposure level (SEL); and time above threshold (TA), expressed in minutes. The concern was expressed that more emphasis should be placed on single events and not on averaging event levels. There was also a recommendation to lower the 65 DNL threshold of significant impact down to 55 DNL. The use of both the “A” and “C” weighting factors was also recommended.

The suggestion was made that the FAA should provide a better explanation of noise metrics, because these metrics, including the decibel level, dB, don’t generally mean anything to the average person who is trying to understand noise impacts. One suggestion recommended that noise be described in terms of relative loudness to known sources or against the current environment when comparing alternatives. Comments suggested using terms like “1.5 times as loud as the current levels” as an example of a relative noise metric.

Issues raised regarding the Noise Impact Routing System (NIRS) model, which is the accepted noise model for regional FAA studies included: the lack of validation of the NIRS model; NIRS should factor in background noise levels into its calculations; and NIRS predictions should be based on annoyance levels that in turn would be derived from background noise levels. Some members of the public believe that lower background noise levels along with associated small changes may result in greater annoyance when they occur in relatively quiet rural settings, as opposed to urban environments with higher background noise levels.

Finally, supplemental noise measurements were recommended to verify the model predictions.

EIS Analysis: The FAA will be using the NIRS model and the DNL metric as the basis of its analysis and decisions on the impacts of noise in the overall study area. Other metrics, such as single event metrics, may possibly be used. However, if used, the metrics other than the DNL will be presented for information only. A noise measurement analysis will be conducted. Noise measurements will be provided for information only. These issues will be discussed in the noise section of the Environmental Consequences chapter of the EIS.

Noise Pollution

The majority of all comments received during scoping indicated that noise pollution was a concern. It was not only considered the primary issue because of the large

number of people who commented, but also because of the vast geographic area that was represented by the persons who provided the comments. Noise generated by jet aircraft represented the majority of the concerns, although people living in areas in and around Manhattan expressed concern over helicopter-generated noise. The majority of the remainder of the keywords used to summarize the scoping comments is also directly or indirectly related to noise reduction. They provide additional details describing the public's recommendations on how to reduce noise in the project area. Figure 1.0 graphically depicts the significance of noise impacts to the public.

EIS Analysis: A comprehensive analysis of the Airspace Redesign Project's aircraft noise impacts will be conducted and noise will be discussed in the Environmental Consequences chapter of the EIS.

Ocean Routing—Con (Opposed)

The majority of the comments against ocean routing for Newark International Airport were from the Monmouth County area. This area already has JFK International Airport traffic overhead and the commentors were concerned that the additional Newark air traffic will add to their already existing air and noise pollution.

A resident of Carteret, NJ, commented that ocean routing would move more noise and air traffic congestion over someone else's home by providing noise relief for the western part of Middlesex County, Somerset County, Union County, Warren County and Morris County, while the eastern part of Middlesex, Monmouth, Ocean counties along with the southern part of New Jersey and the western part of Staten Island would get the full force and burden of the air traffic associated with this concept.

EIS Analysis: Ocean routing is one of the alternatives whose impacts will be evaluated as part of the Airspace Redesign Project. It will be discussed in the Alternatives and Environmental Consequences chapters of the EIS.

Ocean Routing—Pro (In Favor)^[faa4]

Many public comments received were in favor of the ocean routing concept. Several were a general call to route air traffic over the ocean and/or water whenever possible. However the vast majority of the comments are in support of the specific ocean routing concept that New Jersey Citizens for Environmental Research (NJCER), New Jersey Citizens Against Aircraft Noise (NJCAAN), and many northern New Jersey residents have been advocating as a meaningful way to provide permanent noise relief to the residents of northern New Jersey. This routing concept generally puts the departures from Newark and JFK over the Atlantic Ocean before they are turned back over the New Jersey shoreline further south.

Many of the comments in favor of ocean routing also suggested the use of user fees to be assessed to the airlines and/or the passengers to help defray the additional expenses that ocean routing may cause to the airlines.

EIS Analysis: Ocean routing is one of the alternatives whose impacts will be evaluated as part of the Airspace Redesign Project. It will be discussed in the Alternatives and Environmental Consequences chapters of the EIS.

Purpose of Study

Many scoping comments from New Jersey addressed the issue of the purpose of the Airspace Redesign Project. These residents feel that the primary goal of the Redesign Project should be noise reduction.

The Counsel for NJCER stated that the FAA promoted the redesign of the New York/New Jersey airspace as the only avenue that could achieve meaningful and long-term noise impacts suffered by hundreds of New Jersey residents since the adoption of the Expanded East Coast Plan in 1987. Thus, his organization believes that a third objective of the Airspace Redesign must be to seek to reduce the current noise impacts on residential communities and minimize future impacts as a result of the projected increase in operations.

The Counsel for NJCAAN, requested on behalf of NJCAAN, that the FAA state explicitly that a major purpose of the Airspace Redesign Project is to configure the airspace in an environmentally sensitive manner and reduce noise from aircraft.

Additional comments on the purpose of study were received from the South Ozone Park and Howard Beach areas of New York. These residents are impacted by JFK flight traffic. These residents requested that mitigating the negative impacts of noise and other pollutants on communities surrounding the airport should be the primary focus and easing flight delays the secondary goal of the Airspace Redesign Project.

EIS Analysis: The EIS will provide a thorough discussion of the purpose and need for the proposed Airspace Redesign Project. It will also include a comprehensive noise analysis of any potential route/altitude changes, using the FAA's Noise Impact Routing System (NIRS), which is the standard noise model for analyzing airspace changes over a wide geographic area containing multiple airports.

Regulations

The comments concerning regulations focused on effecting noise reduction at the source (i.e., engines). Commentors suggested putting more emphasis on development of newer, less polluting, quieter engines, including working with NASA's Aeronautical Research Division. Some comments recommended mandating that all aircraft meet

quieter Stage 4 requirements, especially those aircraft operating out of the major airports in the study area. In addition to moving to Stage 4 regulations, residents located close to Teterboro Airport also recommended banning all Stage 2 aircraft regardless of overall gross weight. It was also recommended that Stage 2 aircraft fitted with a “Hush Kit” be phased out of operation.

Returning to pre-“Aviation Investment and Reform Act for the 21st Century” (AIR-21) operational limits at LaGuardia, as well as giving the Federal government more control over airport traffic counts in the metro region was also recommended. There were also comments suggesting the use of regulations to provide incentives for airlines to use quieter aircraft. These would include the following: preferred routing, preferred takeoff and landing slots, fewer night time restrictions and reduced landing fees.

EIS Analysis: It should be noted that the International Civil Aviation Organization (ICAO) recently issued new Stage 4 aircraft recommendations for newly certified manufactured aircraft. ICAO made no recommendations regarding phase out of Stage 3 or Stage 2-Hush-kitted aircraft. The United States government supports the ICAO’s new Stage 4 recommendations. Currently the U.S. has no plans to phase out Stage 3 or Stage 2-Hush-kitted aircraft. While these issues are generally handled on a national and even international level, the extent to which they may be implemented for this project will be discussed in the Alternatives chapter of the EIS.

River Routing—Con (Opposed)

[faa5]

A comment from Wilmington, DE, was concerned about the environmental impacts to the Delaware watershed from airspace redesign. The comment suggested that careful studies be done on the impact of over water routing to the water and natural resources, as well as the impact on the air quality standards for ozone and other polluting emissions.

EIS Analysis: The FAA will explore whether or not the Delaware River routing concept can become a viable alternative. The Alternatives chapter of the EIS will explain the reasons for its inclusion or elimination as an alternative.

River Routing—Pro (In Favor)

Many comments from areas west of Philadelphia International Airport, including Wilmington, DE, and the Brandywine areas of DE and PA suggested having air traffic fly over the Delaware River on approach to the Philadelphia International Airport. The commentators believed that they would be safer if aircraft were using the river approach rather than flying over residential areas and it would lessen the noise impact specifically to the Brandywine area west of Philadelphia International Airport.

EIS Analysis: The FAA will explore whether or not the Delaware River routing concept can be used under certain conditions. The Alternatives chapter of the EIS will explain the reasons for its inclusion or elimination as an alternative.

Area Navigation (RNAV)/New Technology

Commentors suggested that [faa6]advanced area navigation (RNAV) technologies, such as global positioning system (GPS) or flight management system (FMS), be used to spread out arriving and departing aircraft in both the New York/New Jersey and Philadelphia areas. The premise was not to concentrate traffic on a particular route, but to build more routes to spread traffic over a larger area. Recommendations were also made to develop and use more FMS waypoints as part of the airspace redesign.

EIS Analysis: The airspace redesign team will be examining ways to use new technologies as part of alternatives development. The resolution of the issue will be discussed in the Alternatives chapter of the EIS.

Safety

Safety of persons and residences on the ground from air traffic was a concern expressed throughout the five-state study area. The comments were very consistent from state to state. Safety concerns included:

- Current increases in air traffic volume.
- Potential future increases in air traffic volume.
- Low altitudes of aircraft over heavily populated areas.

Many comments recommended that aircraft be routed over a body of water and fly at higher altitudes. New Jersey residents suggested that ocean routing, using higher altitudes from Newark International Airport, would make the ground area safer from a potential catastrophic event. In Delaware, the suggestion was made to bring the planes into Philadelphia International Airport at higher altitudes and over unpopulated areas such as the Delaware River.

One commentor was concerned about the safety of Teterboro Airport. This commentor, who believes that the runway is too short for corporate and commercial jets, is afraid that if these jets abort a landing or takeoff they would crash in a heavily populated area. The commentor suggested moving passenger and freight jet traffic from Teterboro Airport to Newark, JFK or LaGuardia.

EIS Analysis: Safety is the FAA's number one priority. It will remain the FAA airspace redesign team's highest priority in its development of airspace redesign alternatives, which will be discussed in the Alternatives chapter of the EIS. However, the FAA, through the EIS process, will also conduct a thorough evaluation of the

airspace redesign's effects on the people and the environment in the study area. The FAA's EIS will consider over 20 categories of environmental impacts, including, among others, the following: noise, air quality, land use considerations, historic properties, park/recreational lands and wildlife refuges.

Scoping Process

Comments concerning the scoping process itself suggested that more explanation of the layout of the meeting was needed. It was also suggested that the display presentations be given to large groups because some people had problems hearing presenters. Some commentors also expressed that the displays did not show enough detail and information on the noise problem for their specific locations. Concerns were noted that the information presented on the alternatives did not allow the public to clearly understand the alternatives enough to make comments, and, therefore, the impression was that the scoping phase of the project is premature. The notification process of the meetings was also questioned.

Other comments were received that complemented the scoping process, particularly the direct one-on-one sessions with FAA representatives.

EIS Analysis: The scoping phase of the EIS is complete. All comments have been thoroughly analyzed by the FAA and will assist in the development of the EIS. This Scoping Summary Report is available to the public on the FAA website (<http://www.faa.gov/programs/airspace.htm>).

Traffic Volume

General comments concerning air traffic volumes included:

- There are too many flights for the designated airspace;
- Redesign to further increase air traffic is unacceptable;
- Reduce air traffic volume to pre-1987 levels;
- Reduce traffic to pre-AIR-21 levels;
- Only fly aircraft at 98% or greater passenger capacity;
- Traffic volume increases will create further delays (example: recent increase in LaGuardia flights and resultant delays);
- Reduce traffic volumes by using rail as an alternate for short distance trips;
- Moderate the number of flights scheduled at peak hours and in bad weather;
- Limit corporate and private aircraft operations.

Some specific geographic-area concerns cited were:

- If British Airport Authority (BAA) takes over operations of the New York airports, they may add a significant number of additional flights, many of which may be added in the early morning and late night hours.
- It was claimed that flights had increased substantially over the V-157 airway, such as over the HAARP intersection, and as such it was requested that volume of aircraft flying on this path either be reduced or dispersed.
- Reduce flights over Katonah-Bedford area in New York and redirect over other airspace. Redirect East-West cargo flights as well as single engine aircraft.

EIS Analysis: The FAA will be designing the airspace to accommodate current and future needs. This will be discussed in detail in the Purpose/Need and Alternatives chapters of the EIS.

Use of Satellite Airports

Comments were made concerning the use of satellite airports. One comment from Trenton, NJ, and one from Staten Island, NY, suggested moving some of the air traffic from the major airports to the Atlantic City Airport due to the reduced population density and close proximity to the Atlantic Ocean, both of which favor reducing noise impacts. A comment from Wilmington, DE, suggested moving the cargo flights from the Philadelphia International Airport to a coastal airport. One comment from Long Valley, NJ, suggested using the Lakehurst Naval Air Station for freight operations.

Comments from Valley Stream and Woodmere, NY, suggested the use of Calverton Airport to alleviate the congestion at JFK. It was also suggested that private planes be diverted from JFK and sent to Farmingdale Airport.

A large majority of the comments on the use of satellite airports suggested the building of another airport in less congested areas to alleviate the heavy burden on existing airports. One such area suggested was the north shore of Long Island. Another comment suggested building a Regional Airport located near the Spencer/Candor area south of Ithaca, NY. Commentors also recommended the use of high-speed rail to link satellite airports with the major cities.

EIS Analysis: The EIS will describe the purpose and need for the Airspace Redesign Project. It will also discuss the alternatives to be examined in detail in the study as well as those eliminated from further study. Alternative modes of transportation, changes in airport use, and other alternatives will be evaluated to determine the extent that they may be able to meet the purposes and needs of the project. Building airports, such as one suggested for the Spencer/Candor area of NY is outside the study area and beyond the scope of the FAA's mission in this Airspace Redesign Project. All these factors will be discussed in detail in the Purpose/Need and Alternatives chapters of the EIS.

1.5 PUBLIC OFFICIALS COMMENTS BY GENERAL CATEGORY

There were 107 comments received from Federal, state and local elected or appointed public officials. These comments were analyzed for specific issues and assigned appropriate keywords similar to the general public comments. An explanation of how the FAA will be using the comments in its preparation of the EIS has been provided under each keyword in the “EIS Analysis” portion of Section 1.4, above, and, therefore, will not be repeated under the keywords below, which are the same.

Figure 2.0 shows the breakdown of the comments by keyword.

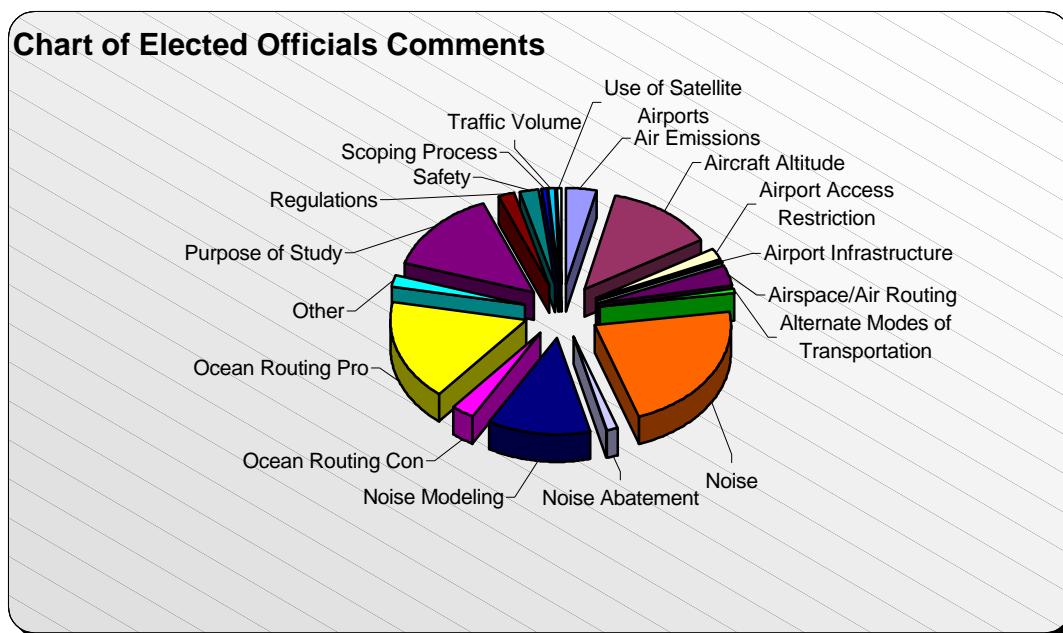


Figure 2.0: Elected Officials Summary

Aircraft Altitude

Fifty-two officials commented on aircraft using higher altitudes while enroute or during arrival and takeoff. Aircraft climbing higher faster would help mitigate noise effects for communities close to airports. It was suggested that minimum altitudes for flight paths should be based on noise levels of individual aircraft. Low altitude flying raised concerns of safety, increased noise and air pollution. Officials from Manhattan requested that helicopters fly at least 2000 feet or higher, and that other aircraft fly even higher. Higher altitudes were requested for aircraft over the Catskills as well.

The Town of Greenwich submitted recommendations from a company called Geospec Inc. Geospec is an aviation consultancy company that was commissioned by neighborhood associations in Greenwich, CT, and Westchester County, NY, to study aircraft impacting the area. Its recommendations included the following:

- Increase the altitude of LaGuardia arrivals via the Carmel VOR to 5,000 feet mean sea level (MSL) or above.
- Cancel the LaGuardia VORDME or GPS-E Instrument Approach Procedures.
- Revise the LaGuardia VORDME or GPS-G DP's to coincide with the LaGuardia LDA final approach course
- Implement the Westchester County Airport Runway 34 FMS Instrument Approach Procedure as soon as practicable. (Note - this was accomplished by the issuance on January 25, 2001 of the RNAV (GPS) Runway 34 Approach.)
- Modify the New York Class B airspace by raising the 3,000-foot MSL floor to 4,000 feet MSL between the LaGuardia 14 nautical mile ring and the LaGuardia 20 nautical mile ring, from the north shore of Long Island to the east shore of the Hudson River.

Air Emissions

Fifteen elected officials commented about aircraft emissions. A number of city officials adjoining Teterboro Airport commented about air pollution. Several mayors in towns located within 8 miles of JFK International Airport commented about low flying aircraft, soot deposits on automobiles and houses, and the heavy smell of jet fuel in the area. Community Board leaders from Manhattan also expressed concern about air pollution, noting that there was a high level of respiratory disease prevalent in the local population. Councilwoman Marlene Verrastro, Hasbrouck Heights, NJ, believed that fuel was being dumped from aircraft flying into Teterboro Airport.

Airport Access Restrictions

Seven officials suggested some sort of airport access restrictions. These included night curfews (from 11:00 pm to 7:00 am) at Newark and LaGuardia airports and opposition to lifting of any weight restrictions at Teterboro Airport (this would prevent the Boeing Business Jet from using that airport).

Airspace/Air Routing

U.S. Congressman Vito Fosella, 13th District, New York, recommended a straight-out departure takeoff pattern from Newark International Airport to help relieve the excessive noise from aircraft over Staten Island. He pointed out that a four-day test on the straight-out departure by the FAA in 1980 found that it:

- Provided a safer and more direct route for the aircraft;
- Decreased air traffic controller workload;
- Significantly increased fuel efficiency for a multi-million savings to airlines;
- Increased airspace for LaGuardia Airport;
- Reduced delays and saved thousands of hours of passenger and crew time, and;
- Had no increased noise impact on surrounding communities.

New York State Senator Marty Markowitz, 20th District, commented that he would like to see routes made to lessen the impacts of overflights in the communities around Prospect Park, including Park Slope, in Brooklyn, NY. These areas experience overflights when the LaGuardia Runways 4, 22 and 31 are in use.

Eric Nelson, Chair, Manhattan Community Board 7, requested that flights be routed away from the West Side residences and routed over the water or industrial areas. Assemblyman Scott Stringer, 67th District, New York State Assembly, requested that aircraft fly over commercial areas of New York City. New York State Senator Thomas Duane, 27th District, also requested that planes be directed to use other pathways over less densely populated areas rather than the West Side of Manhattan.

Mayor Robert Lewis, Village of Garden City, NY, requested that only predetermined safe approach routes be permitted and that such routes be developed with the input and approval of the Village residents, including the Village officials, affected by the takeoff and landing operations at the New York airports and Newark International Airport.

Other comments from elected officials requested that other options be looked at instead of the four-cornerpost concept. It was their opinion that this concept would spread additional noise throughout Central and Eastern New Jersey.

Alternate Modes of Transportation

U.S. Congressman Jerrold Nadler, 8th District, New York, and original co-sponsor of HR 2329, the High-Speed Rail Investment Act of 2001 introduced on June 27, 2001, noted that this bill would provide \$12 billion over the next 10 years to develop high-speed rail transportation in regional corridors. He felt that the use of airplanes for short distance trips could thus be mitigated by use of high-speed rail as an alternative. This alternate form of transport could reduce the number of aircraft flying in and out of the New York/New Jersey/Philadelphia airspace and ensure safer flights with fewer delays. Assemblyman Stringer, New York State Assembly and a representative of the Office of the Mayor of Middletown, NJ supported Congressman Nadler's views.

Noise Abatement

Mayor Susan Schlaff, Woodsburgh, NY, a village of approximately 900 residents, located 3 miles southeast of JFK claimed that pilots rarely followed a tower letter instructing pilots and tower personnel to follow noise abatement procedures in choosing runways from 11:00 pm to 7:00 am.

Noise Modeling

Forty-eight elected officials, all from the State of New Jersey, submitted comments concerning noise evaluation procedures and metrics. Many recommended that each of the alternatives proposed in the EIS should be evaluated using several noise metrics in addition to the accepted standard day-night average noise level (DNL) metric. The additional metrics suggested include: Equivalent Sound Level (L_{eq}); Maximum Sound Level (L_{max}); Time Above dBA Threshold (TA) (the number of minutes that sound is above a certain level of dBA), which is used as an indicator of speech interference; and Sound Exposure Level (SEL), used as an indicator of sleep disturbance. These metrics were suggested to provide a more detailed picture of the resulting aircraft noise so that all stakeholders may properly review each alternative.

Noise Pollution

There were 89 comments about noise. Aircraft noise was noted as affecting quality of life, mental and physical health, and community economic standards.

Commentors recommended the redesign include: making noise reduction a primary goal of the Airspace Redesign Project; using a variety of metrics in addition to the established DNL in the noise evaluation; using quieter aircraft; following noise abatement procedures; changing routes; flying at higher altitudes; reducing volume of aircraft; using ocean routing; and alternate forms of transportation.

There were suggestions that FAA should provide noise level information to the public in a comparative form as well as determine standards of measurement for health effects. It was noted that in Europe there was a move to limit noise level pollution by aircraft and it was suggested that the U.S. similarly recognize there is a problem and take action to minimize disruptive aircraft noise impacts on the population.

Ocean Routing—Con (Opposed)

Seven elected officials from the State of New Jersey opposed ocean routing as an alternative. Their objections included the following:

- Ocean routing will move the noise impacts from one part of the state to another;
- Noise and safety were concerns in the Raritan Bay and the Coastal counties of Monmouth, Middlesex, Ocean and Atlantic;
- Additional miles would be added to flights to the west;
- Ocean routing would result in increased flight times and fuel consumption.

Congressman Fosella (New York) criticized ocean routing as unsafe. Congressman Fosella claimed that the FAA rejected the over-the-ocean routing plan in 1995 after five years of study. He believed that the ocean routing proposal should be immediately removed from consideration without further study and that no additional time or money should be spent on it.

Ocean Routing—Pro (In Favor)

Of the 70 comments suggesting ocean routing as a means of alleviating aircraft noise, 67 were from officials in the State of New Jersey. All of these officials suggested that aircraft flying out of or into Newark International Airport use a route over the ocean while ascending or descending. Two comments from around Woodbridge suggested that ocean routing should steer well away from New Jersey's shore communities.

Congressman Nadler (New York) commented that ocean routing at LaGuardia could bring aircraft to a higher altitude benefiting Manhattan residents. New York State Senator Marty Markowitz recommended that aircraft fly over the waterways around New York City such as the Upper Bay or the Hudson River and thus reduce noise over land. Mayor Schlaff, Woodburgh, NY, recommended more ocean routing of planes flying into JFK to possibly reduce noise in her community.

Other

Three officials objected to implementing the four-cornerpost concept on the basis that when a similar plan was implemented at Washington State's Seattle/Tacoma Airport, there were widespread noise complaints. One official supported the concept.

Assemblywoman Rose Heck, 38th Legislative District, New Jersey, suggested that the FAA be divided into two independent parts – one to address safety and well being of the public and the other to promote the airline industry. This person also wanted to know the status of air traffic control equipment and the workload of the controllers.

U.S. Congressman Rodney Frelinghuysen, 11th District, New Jersey, suggested that statistics of the number of incoming/outgoing flights of all the airports in the New York/New Jersey metro area should be included in the final analysis of the airspace redesign. Many of his constituents were concerned that FAA's "flights-per-day"

statistics do not reflect flights at smaller regional and municipal airports such as Morristown, NJ, Caldwell, NJ, Teterboro, NJ, Westchester County Airport, NY and others.

Mayor Schlaff, Woodburgh, NY, suggested that the U.S. Environmental Protection Agency should be brought into the process to assess the situation.

Purpose of Study

Elected officials including Members of Congress, State Legislators from the States of New Jersey and New York, Assemblypersons, Mayors, and others requested that noise reduction should be one of the primary goals of the study. Assemblywoman Heck, New Jersey, suggested that noise reduction at Teterboro Airport should be considered as a primary objective.

Regulations

The Town of Greenwich Selectmen recommended that the FAA follow up on the independent consultant Geospec Inc.'s recommendations concerning changes to LaGuardia arrivals and departures.

Mayor Lewis, Village of Garden City, NY, recommended making regulations to accomplish the following:

- Prevent any pilot prerogative in landing approaches at LGA, JFK and Newark airports;
- Ensure all glide slope and marker beacons be installed and functioning at all times;
- Use only approach routes, directions and angles predetermined as safe and in compliance with noise abatement standards;
- Develop routes with input from local public and town/village authorities;
- Install the most current navigational technology in all commercial aircraft using the three airports.

Other suggestions for regulations included: regulating air traffic over New York City; keeping all aircraft, including helicopters, at the highest practical altitude; and initiating use of quieter aircraft, particularly during nighttime operations.

RNAV/New Technology

The supervisor from the Town of Woodstock, NY, suggested using new technologies to hush air carrier noise. The Park Slope liaison for New York State Senator Marty Markowitz recommended the use of RNAV systems to allow planes to stay at higher altitudes prior to landing.

Safety

Both Mayor Patricia Walsh, Township of Greenbrook, NJ, and Mayor Kate Sarles, Branchburg, NJ, noted that while safety should be addressed at Newark International Airport, increased aircraft noise impacting the quality of life of people in that neighborhood should not be ignored.

U.S. Congressman Frank Pallone, 6th District, New Jersey, stated that constituents in his district are concerned about aircraft noise and safety.

Councilwoman Verrastro, Hasbrouck Heights, NJ, opposes any increase in the size of aircraft at Teterboro Airport, brought up an accident in 1999 and expressed general concerns for safety at Teterboro.

U.S. Congressman Mike Ferguson, 7th District, New Jersey, noted that reducing congestion while improving safety was the paramount concern of the Airspace Redesign Project and would improve the quality of life of the people of New Jersey.

The Board of Chosen Freeholders of the County of Monmouth, NJ, concerned about ocean routing over Raritan Bay and the coast of Monmouth and Ocean Counties, noted that an earlier ocean routing proposal mentioned in the Expanded East Coast Plan had cited nine potential in-air conflicts throughout the State of New Jersey, three of which would be over or near Monmouth County. It was the Board's opinion that this would pose hazards to the residents and visitors of Monmouth County and, therefore, the Board strongly opposed the ocean routing concept.

Assemblywoman Heck, New Jersey, suggested that FAA be divided into two independent parts, one to address safety and well being of people and another to support the aircraft industry. She was also concerned about the path taken by planes on arrival to Teterboro Airport as they fly over Hackensack University Medical Center, which, in her opinion, put the hospital, its patients and staff at risk.

Mayor Lewis of Garden City, NY, a village located approximately 8 miles North of JFK and in the flight path of the approaches to Runways 22L and 22R, was concerned about low flying aircraft. He felt that aircraft descended at more than a three-degree glide slope, particularly during low visibility and crosswinds. He believed that controllers would release aircraft from using Instrument Flight Rules and advise them to fly manually. He expressed the following opinions regarding the condition when an aircraft is at low altitude with wheels down and low airspeed: (a) the pilot is more prone to visual disorientation; and (b) the aircraft is more vulnerable to wind shear, power loss, and most critically, a stall with no room for recovery. Concerned about this condition, Mayor Lewis suggested a number of regulations for landing practices, such as removing pilot prerogative in landing approaches to JFK, LaGuardia and Newark airports among others.

Congressman Fosella (New York) expressed concern about Newark's current takeoff procedures – where upon liftoff, aircraft turn 30 degrees left (190 degree heading), travel 2.3 nautical miles and then turn back to 220 degrees. It is his opinion that this “zigzagging” while trying to gain altitude was an unsafe maneuver. Congressman Fosella also wondered why the FAA would now study ocean routing as an alternative, when reports from previous years had claimed it as a potential hazard and documented failure. He recommended considering such concepts as fanning, straight out and left and right departures from Newark International Airport.

Scoping Process

The Chairman, Environmental Commission, Township of Randolph, requested that the FAA provide noise level information to the public in plain language. He felt that information provided at various meetings contained decibel (dB) data that was meaningless without a comparative explanation. He suggested that information about increases above a 65 dB average day/night noise level could have more clearly indicated that a 3 dB increase is equivalent to an approximate doubling of the noise level. Also, information about noise levels should have included examples of commonly recognized sources generating equivalent sound levels.

Traffic Volume

Four elected officials from the State of New Jersey noted that increased traffic volumes caused increases in noise levels. While some suggested reducing the number of aircraft flying in and out of the local airports, others suggested that a variety of routes be used to reduce noise impacts on particular sections of the communities living under the air routes.

Use of Satellite Airport

Assemblywoman Heck, New Jersey, suggested the use of Maguire Air Force Base as an alternate commercial airport to relieve congestion at Newark International Airport. Mayor Lewis, Garden City, NY, suggested transferring a significant number of flights from LaGuardia Airport to other regional airports.

1.6 FEDERAL, STATE, AND LOCAL AGENCY SCOPING MEETINGS COMMENTS

The FAA sent approximately 200 letters to Federal, state and local agencies with jurisdiction or special knowledge relative to the Airspace Redesign Project. These letters described the project and requested any pertinent comments from each agency. Also, the letters provided the date, time and location for the three agency scoping meetings that were held in Manhattan, NY, Philadelphia, PA, and Trenton, NJ. A total of seven agencies attended the agency scoping meetings and thirteen agencies sent in scoping comments. Their responses are summarized in **Table 2.0**.

Table 2.0: Agency Scoping Comments

Responding Agency	Comment
<u>Federal Government</u>	
U.S. Fish & Wildlife Service	<ul style="list-style-type: none"> Enclosed a Pamphlet that lists the National Wildlife Refuges in the study area. Recommended measures to mitigate adverse impacts of the redesign on the terrestrial and aquatic ecosystems in the project area.
US Army Corps of Engineers	<ul style="list-style-type: none"> The redesign project will not have significant impacts to waters of US under jurisdiction of the Corps of Engineers.
Department of Navy	<ul style="list-style-type: none"> The redesign project will not have significant impacts on Department of Navy resources.
National Park Service, Fire Island National Seashore	<ul style="list-style-type: none"> Requested analysis of the impacts due to air traffic changes on Fire Island National Seashore including Pike High Dune Wilderness Area. Redesign should not impact adversely the breeding and nesting of endangered species Concerned with noise pollution on the visiting public. Requested a minimum of 2000-feet altitude restriction over park area.
<u>State Government</u>	
Donald T. DiFrancesco, State of New Jersey, Acting Governor	<ul style="list-style-type: none"> The FAA must consider noise relief on an equivalent weighting to operational efficiency and its commitment to such must be formalized as a stated purpose of the Redesign project. Commitment that the FAA study routing design concepts that offer an environmentally sound approach to permanent noise relief from aircraft noise, including ocean routing. The FAA give priority to the development of Stage 4 aircraft criteria and provide policy support to Congress to ensure the adoption of Stage 4 standards and compliance. Recognizing that this redesign is a regional effort, forethought must be given by the FAA to ensure coordination and cooperation across geographical boundaries and government entities before the final product is produced. Call upon FAA Administrator Jane F. Garvey and Transportation

Responding Agency	Comment
	Secretary Norman Y. Mineta to do all within their power to expedite the redesign process.
"Governors Group of Nine"	<ul style="list-style-type: none"> Concerned with noise pollution over Monmouth County due to air traffic to and from JFK International Airport. Against ocean routing as it would generate more noise over Monmouth County.
Connecticut, Dept. Of Transportation, Bur. Of Aviation & Ports	<ul style="list-style-type: none"> Due to investigating complaints regarding increased traffic over the southern part of CT, CT DOT would like the opportunity to provide their input during the preparation of the EIS, with specific attention to route locations and altitude designations.
Connecticut Dept of Environmental Protection	<ul style="list-style-type: none"> Interested in impacts of noise pollution with changes in air patterns and altitudes Identification of specific impact evaluation is limited due to undefined operational changes.
New Jersey Dept. of Transportation, Div. Of Aeronautics	<p>Asked that the following considerations be included in the analysis:</p> <ul style="list-style-type: none"> Evaluate the impact of any major flight route changes on the underlying general aviation airports and air traffic in the study area. Evaluate impact of flight route changes on smaller air carrier airports in the region to ensure that those flights are not adversely impacted and do not create additional noise on neighboring communities. Analyze noise impacts of displaced general aviation traffic. Analyze the economic and time impacts on displaced general aviation traffic. Consider implementing specific proposals for general aviation traffic to segregate them from the normally heavy air carrier aircraft routes. Ensure proper contact and coordination is made with the military regarding operations in New Jersey, to insure that any adverse impacts on the military operations are included in the analysis.
New York State Dept. of Environmental Conservation	<p>Would like the following issues addressed:</p> <ul style="list-style-type: none"> Use lower pollution-emitting aircraft engines. Consider time-of-day landing fees, especially during ozone season. Convert group service equipment to either electrical or lower emissions fuels, such as compressed natural gas and/or low sulfur diesel, power systems. Increase use of passenger shuttle services for getting to and from the airports. Introduce other measures to counteract and reduce overall aircraft/airport emissions due to increased flights.
<u>Local Government</u>	
Lawrence Public Schools	<ul style="list-style-type: none"> Changes to air route should reduce the disruptions that now exist with noise pollution from large commercial aircraft over Lawrence Public Schools and request more outreach to public schools.

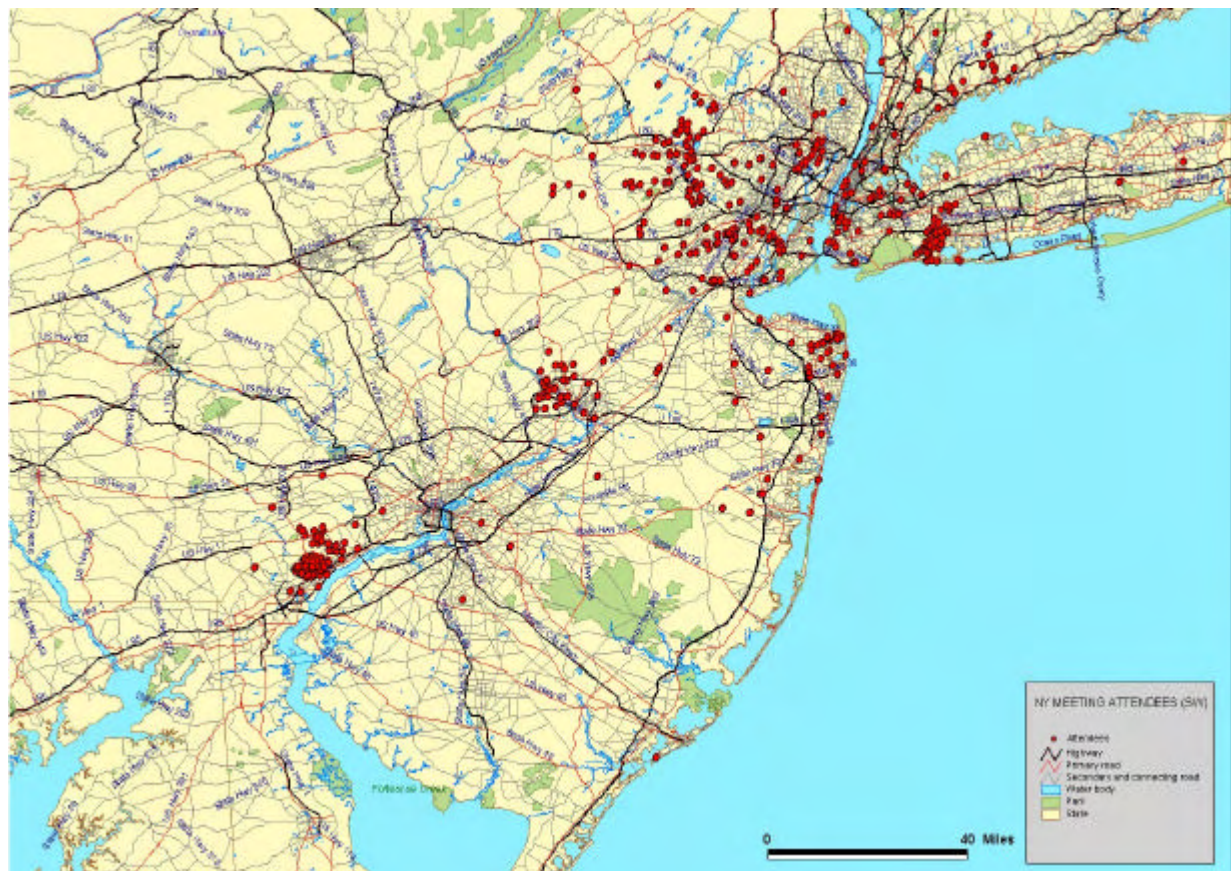
Responding Agency	Comment
Trenton Mercer Airport	<ul style="list-style-type: none"> Request raising the altitude restriction that hampers Trenton takeoffs and impacts noise on local residents. Install an ILS for Runway 24 The airspace above Trenton is uncontrolled Class E airspace. To ensure safety of the airspace above, Mercer County requests reclassification of this airspace to controlled airspace.
Yonkers Planning Bureau	<p>Asks that Yonkers be treated equally with all the other communities within the region and Westchester County.</p> <ul style="list-style-type: none"> DEIS needs to include local information about the current air traffic situation in order to evaluate the existing problems against the proposed alternatives. The city would like to assist in identifying the places where measurements should be taken so that the document is useful to their needs. The flight patterns should be spread across the region's geography by time-of-day and day-of-week in a way to minimize the impact upon any one community. Care needs to be taken when examining the impacts of the flight patterns that might be routed over southwest Yonkers due to it being an area of lower income and higher minority populations. Request training be held to learn how to identify aircraft and determine the altitude.

APPENDIX A



Northeast Scoping Meetings Attendees

APPENDIX A (Cont.)



Southeast Scoping Meeting Attendees

2001 FAA Airspace Redesign Scoping Workshops

ATTENDANCE CHART

	Location	Date	# of Attendees	# of Oral Comments	# of Written Comments	# of Questions in Q & A	Politicians in Attendance	Media in Attendance	Miscellaneous
1	Port Authority	6-Feb	13	N/A	N/A	N/A			
2	Danbury, CT	7-Feb	7	0	2	0	None	None	All questions answered in Display room
3	Kingston, NY	8-Feb	33	1	4	13	Laurie Dubord - Rep for Hinchey	Daily Freeman - Jonah Bruno	
GROUP 1 TOTAL			53	1	6	13			
RUNNING TOTAL			53	1	6	13			
4	White Plains, NY	12-Feb	20	4	3	10	Dennis Velez - Rep for Lowey	None	
5	Stamford, CT	13-Feb	17	8	1	25	Leslie Mostelle - Rep for Shay	None	Peter Malkin Attended
6	New Rochelle, NY	14-Feb	1	0	0	0	None	None	
GROUP 2 TOTAL			38	12	4	35			
RUNNING TOTAL			91	13	10	48			
7	Newark, NJ	6-Mar	7	0	1	0	Gail Chaneyfield-Jenkins - City Councilman Luis Quintana City Councilman	None	All questions answered in Display room
8	Carteret, NJ	7-Mar	11	1	1	0	Amanda Ignatowitz Rep for Assemblyman Wisniewski	Home News Tribune - Chandra Hayslett	All questions answered in Display room
9	Edison, NJ	8-Mar	13	3	4	5	Rep for Congressman Pallone	Home News Tribune - Rosa Cirianni	
GROUP 3 TOTAL			31	4	6	5			
RUNNING TOTAL			122	17	16	53			

001719

2001 FAA Airspace Redesign Scoping Workshops

ATTENDANCE CHART

	Location	Date	# of Attendees	# of Oral Comments	# of Written Comments	# of Questions in Q & A	Politicians in Attendance	Media in Attendance	Miscellaneous
10	Clifton, NJ	12-Mar	4	0	3	0	None	None	All questions answered in Display room
11	Hasbrouck Hts, NJ	13-Mar	53	5	11	16	Mayor of Rutherford Mayor of Hackensack	Aviation Int'l News Bergen Record	
12	Park Slope, Brooklyn, NY	14-Mar	18	3	2	12	Erika Clark Rep for Markowitz; Larry Ketzman Rep for Weiner	Gary Buiso for Courier Life	
GROUP 4 TOTAL			75	8	16	28			
<i>RUNNING TOTAL</i>			197	25	32	81			
13	Springfield, NJ	20-Mar	59	12	14	18	None	Giovanna Fabiano - Stare Ledger, George Marx - Cranford Chronicle, Deborah Madison - Westfield Leader	
14	Somerville, NJ	21-Mar	18	3	3	3	None	Larry Hicks - Courier News, Star Ledger	
GROUP 5 TOTAL			77	15	17	21			
<i>RUNNING TOTAL</i>			274	40	49	102			
15	Parsippany, NJ	26-Mar	105	9	31	14	Tracy Tobin rep for St. Sen. Littell, Congressman Frelinghuysen, Joseph Bottitta Mayor Florham Park, Herbert Liehn Mayor Chatham Boro	Rob Serman - Daily Record	
16	Jersey City, NJ	27-Mar	4	0	0	0	None	None	All questions answered in Display room
17	Tottenville/Staten Isl., NY	28-Mar	7	0	0	0	None	None	All questions answered in Display room
GROUP 6 TOTAL			116	9	31	14			
<i>RUNNING TOTAL</i>			390	49	80	116			

2001 FAA Airspace Redesign Scoping Workshops

ATTENDANCE CHART

	Location	Date	# of Attendees	# of Oral Comments	# of Written Comments	# of Questions in Q & A	Politicians in Attendance	Media in Attendance	Miscellaneous
18	Uniondale, NY	3-Apr	20	4	1	8	None	None	
19	Lawrence, NY	4-Apr	90	13	17	15	Dep. Mayor Valley Stream Guido Cirenza	NY Times Jodi Dubar; Nassau Herald Rebecca Shalmott; Laura Diangelis News 12 LI; NY Mag. Bob Kolker	
20	Elmhurst/Queens, NY	5-Apr	33	5	1	10	Somonica Norris Asst. Queens Boro Pres; Larry Love Rep for Assembly woman Pheffer; Hiram Monserrate Dist. Leader	Paul Toomey Queens Chronicle	
GROUP 7 TOTAL			143	22	19	33			
RUNNING TOTAL			533	71	99	149			
21	NW Staten Isl., NY	24-Apr	25	2	4	10	Mike Cusick Rep for Sen Schumer, Jon Del Giorno Rep for NYS Assm. John Lavelle, Rep for Vito Fossella	Arron Afflitto - Staten Island Cable	
22	Manhattan, NY (Public AND Agency Mtgs)	25-Apr	14	5	2	11	Sascha Puritz Rep for Stringer, Lina Rosenthal Rep for Cong Nodler	None	
23	Bronx, NY	26-Apr	3	0	0	0	Luis Torres Rep for Serrano	None	All questions answered in Display room
GROUP 8 TOTAL			42	7	6	21			
RUNNING TOTAL			575	78	105	170			

2001 FAA Airspace Redesign Scoping Workshops

ATTENDANCE CHART

	Location	Date	# of Attendees	# of Oral Comments	# of Written Comments	# of Questions in Q & A	Politicians in Attendance	Media in Attendance	Miscellaneous
	Glen Mills, PA	14-May	38	9	8	8	Rep for Cong. Welden	Loretta Nudgens - Daity Times, Aileen Shomo Garnet Valley Press	
24	Toms River, NJ	15-May	19	3	5	12	Assm/ Wolfe. Lake Hts. Mayor Frank Adams	Eric Larsen - Asbury Park Press	
25	Tinton Falls, NJ	16-May	63	8	27	20	Rep for Assm Corodemus, Rep for Zcong Pallone	NY Times	
	GROUP 9 TOTAL		120	20	40	40			
	<i>RUNNING TOTAL</i>		695	98	145	210			
26	Talleyville, DE (Brandywine 100 area)	22-May	248	27	72	25	Jane Scott, John Dorsey Rep for Sent Biden; Cong. Robert Valihura	Community News	
27	Philadelphia, PA (Public And Agency Mtgs)	23-May	8	2	2	0	Miah Crosby Rep for Cong. Andrews	None	All questions answered in Display room
28	Trenton, NJ (Public AND Agency Mtgs)	24-May	93	11	30	30	None	Lillian Kafke - Bucks County Courier Times; Larry Hanover - Trenton	
	GROUP 10 TOTAL		349	40	104	55			
	Overall TOTALS		1044	138	249	265			

Location	Date	# of Attendees	# of Oral Comments	# of Written Comments	# of Questions in Q & A	Politicians in Attendance
Manhattan, NY	25-Apr	2	0	0	0	
Philadelphia, PA	23-May	3	0	0	0	
Trenton, NJ	24-May	2	0	0	0	
GROUP 10 TOTAL		7	0	0	0	

Media in Attendance	Miscellaneous